24 pages CLASSIFIED ADS 24 pages

CBW
Coach and
26 April 1997 • Issue 266

Three times A winner

Flights is number one in Brighton

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CBW Coach and Bus Week

No wonder car trips clog roads

OPEN University's less-than-astonishing revelation last week that school runs and shopping by car contribute to the appalling rush hour mess is no surprise to this industry.

Nor, indeed, is it a shock for working people to discover that a third of all morning car journeys are to the shops and school. Here in Peterborough - where the roads are much better than in most cities - a 10-minute half-term trip becomes a 20-minute or even 30-minute trip in term time. Pre-Christmas, the roads are packed in rush hour with eager spenders, preventing the eager earners from getting to work.

Sadder still is the fact that the British public seems happy to put up with this situation, making it easy for local authorities to wash their hands of their responsibility to manage their local environment.

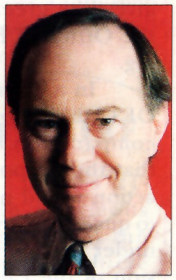
Now those are harsh words. It would be a brave or stupid council which would remove the car choice. Councils will tell you that they favour the carrot over the stick, because this is "fairer."

Yet, if the RAC's own surveys are to be believed, motorists are prepared to be managed: willing to suffer the traffic while cars rule the road, but happy to have the public transport message proven to them by an efficient bus system.

A sensible council offers public transport more road space than the car. Yet still, bus laning is too often discretionary and unenforced, offering no traffic speed advantage. School transport is underfunded to the extent that it has become an industry embarrassment. There is no consistent message to motorists that public transport is efficient, clean and environmentally sound.

The fact is, carrot and stick are not mutually exclusive. Until such time as local authorities apply a balanced measure of each, every commuter - whether getting to work by bus, car or, for that matter, bicycle - is destined to breathe the same fumes and wait in the same queues. The carrot approach may be "fair", but it would be more accurate to say that it is equally unfair, and the result is definitely wrong.

As the election campaign draws to a climax we are still waiting for this debate to be elevated to the same level of seriousness accorded to Tony Blair's smile or John Major's soapbox.



Mike Morgan, Editor

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events

29 April: Omnibus Society meeting, LT HQ, 55 Broadway, London SW1. Thomas Knowles, Lancaster Buses. Details from Barry Le Jeune on 0171 918 3295

10 May: 50th anniversary celebration of first post-war RT buses. Historic RT buses will run from Leyton Garage to the London Transport Museum in Covent Garden. Details from Ken Kelling on 0171 379 6344

24-25 May: AEC Society 14th Annual Road Run and Rally, Wollaton Park, Nottingham. Details on 01509 212672

1 June: Valley Lines Festival of Transport, and Bus & Coach Wales, Barry Island, Vale of Glamorgan. Details from Glyn Bowen, on 01443 693087

1-6 June: 52nd UITP Congress, Stuttgart, Germany, includes Worldwide Exhibition of Public Transport running parallel from 2-5 June. Details on 32 2 673 61 00 or fax 32 2 660 10 72

12 June: Buses Worldwide meeting, Fred Tallant Hall, 153 Drummond Street, London NW1, 7pm. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants GU13 9HE

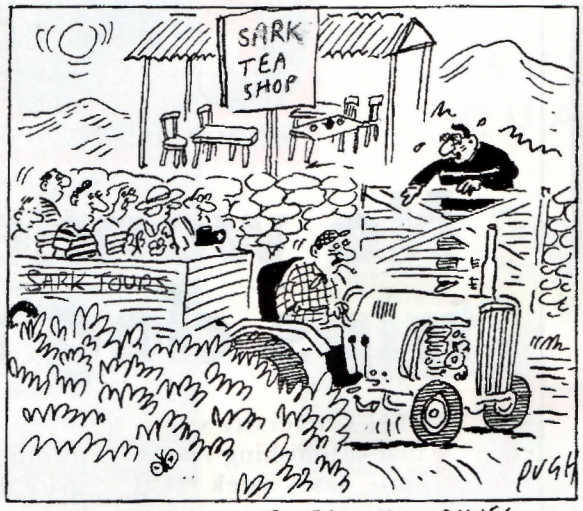
STOP PRESS

Shearings bid

SHEARINGS' bid for Wallace Arnold has been given the green light by the Office of Fair Trading.

In a letter from the OFT the Wigan-based company has been told that the proposed transaction would not appear to qualify for investigation under the merger provision of the Fair Trading Act 1973. Consequently it does not intend to take further action.

A decision on the outcome of the offer is not expected before the middle of next month.



"I'M REPORTING YOU TO THE MONOPOLIES AND MERGERS COMMISSION!"

▼ Coach

Taking the cream...

THE launch of new tour itineraries for newly-merged Channel Isles' operators Blue Coach Tours and Tantivy has led to accusations of monopoly on Jersey.

Small tourist attractions have been taken off the tour list for the new, 60-vehicle operation - created when Tantivy bought Blue Coach in November - and they now claim Tantivy Blue Coach is profiteering, since the parent company owns competing attractions on the island.

"The complainant is Miss Bechelet, who runs the Battle of Flowers attraction, a collection of carnival floats in an old barn at her farm," said Tantivy Blue Coach manager John Sawyer. "It's a bit off the beaten track."

▼ Coach

Bomb scare's bonus

COACHING was both winner and loser in last week's bomb scare epidemic. Among public transport which didn't run was National Express's Gatwick Express rail service, while many express coaches destined for Victoria Coach Station were delayed. But NatEx-owned Hurn Airport, and Southampton Airport got an unexpected bounty of airliners diverted from Gatwick, and British Airways pulled in coaches from Lucketts and other operators.

▼ Bus

Premyers Capital's

First East Lancs 'deckers on LT contract

by Mark Williams

THE first East Lancashire Premyer double decks are to go to Capital Citybus for a new LT tendered contract.

The nine, 77-seat vehicles will go to work on Capital Citybus' first net-cost contract on which, says md Leon Daniels, the key to profit is innovation to attract extra passengers.

"We have asked for an unusual configuration because we want buses which will cause more people to travel by bus," he told CBW. The 369 Ilford-Barking-Thames View service was previously run on negotiated net cost tender by East London.

Mr Daniels says his bid was ambitious enough to demand growth on the huge-capacity route. The result is a two-door design with stairs fitted at the second door... two thirds of the way along the bus.

"Doing this leaves a lovely space in the front section which is welcoming and spacious for mums with buggies," he said. There are two large luggage pens between the doors, and three tip-up seats among the 28 downstairs, with a raised rear

Orpington bus operator is spreading its empir

BUSES IN BRIEF - BUSES IN BRIEF - BUSES IN BRIEF - BUSES I

● FIRSTBUS subsidiary SB Holdings is replying to Stagecoach's competitive strike in Glasgow, by registering services on the Ardrossan to Kilmarnock corridor currently being operated by Western subsidiary A1. SBH's subsidiary Kelvin will be setting up a base in the Ayrshire coast region and has advertised 50 driving jobs for the first phase of its competitive response which starts on 24 May. Initially 20 lowfloor buses will be used on a 10-minute frequency between the two towns, which are currently served by crew operated double deckers.

● HONG Kong Citybus has taken the 3,000th Volvo Olympian to be built at Irvine as part of an order for 30. Formally handed over to Citybus executive Paul Li by Volvo Truck and Bus general manager Hans-Erik Eriksson the 135-passenger, 40-foot bus was bodied at Alexander in Falkirk. It is a tri-axle with coach seats and air conditioning.

● ● ● *TRANSIT out next week* ● ● ● *TRANSIT out next week* ● ● ● *TRANSI*

go way

saloon featuring two rows of back-to-back seats. Upstairs, the 49-seat layout is more conventional.

"We were particularly keen on the Dennis Arrow part of the product because it meets Euro II without falling back on an electronic management system of the Olympian," said Mr Daniels, whose company already runs 16 in Northern Counties Palatine II form.

"The final reason for choosing the Premyer is running costs - despite its capacity, this bus weighs only 10 tonnes, and that will reduce fuel consumption," said Mr Daniels, who will be running the first of the aluminium-framed vehicles on trial alongside an Olympian on route 91.

The Premyer uses Cummins C245 engine, driving through a ZF 4HP500, four-speed automatic gearbox with integral retarder. Final drive is via an Eaton single-reduction hypoid rear axle.

The bus has already generated orders in a market for double-decks which rose dramatically last year. East Lancashire's John Horn says he has taken an order for 22 from Harris Bus, 25 for Nottingham City Transport, and 15 for Metrobus of Orpington, all for delivery this year. Dunn-Line of Nottingham is having a 14-year-old B10M rebodied with Premyer in a dual-purpose role.

Capital Citybus' Premyer has repositioned stairwell and two doors

▼ Obituary

Death of Gwen Brown

EDDIE Brown's wife, Gwen died at home last Friday after a very brave battle against cancer.

Mrs Brown, 71, and her husband founded Eddie Brown Tours in 1947 from a humble beginning of just one coach costing £200 and a garage on the site of the Old Blacksmith's Shop in Helperby near York.

Eddie Brown Tours has prospered into a 20-vehicle fleet, having 15 garaged on the same site at Helperby and five coaches recently outstationed in Nottingham.

Mrs Brown worked long, hard hours running the business during the 50s, 60s and 70s while her husband was away driving.

She will be remembered for her positive leadership, and by her passengers for her firm but generous caring attitude. To close friends she was known affectionately as 'Our Gwen'.

■ **Eddie Brown Tours driver wins coveted Coach Driver of the Year at Brighton - page 8**

▼ Bus

Metrobus takes a third of Leisurelink

KENT operator Metrobus has taken 30 per cent of Newhaven independent Leisurelink.

The financial tie, which brings coaches to Leisurelink, has come about through the lasting friendship of Metrobus' director Peter Larkin and Leisurelink md Clifford Jones and the synergy of the businesses.

Mr Jones said Leisurelink started with a few open-top buses but the withdrawal of Blue Triangle from three local schools contracts left a vacuum which Leisurelink was pleased to fill. A coastal bus service followed, and the creation of Sussex' new unitary authority brought more opportunity with four-year contracts.

Leisurelink now runs 20 vehicles on 14 schools contracts, and a major cross-Brighton bus route.

Mr Jones said the cash value of the investment was small, but it comes with two coaches - a Royal Tiger Paramount 3500 and Berkhof-bodied DAF - which will be used for private hire in Leisurelink's developing relationship with schools and for port transfers.

Leisurelink's growing quayside premises includes a trim shop, engineering and service facility, body and painting shop. CBW

BRIEF - BUSES IN BRIEF - BUSES IN BRIEF - BUSES IN BRIEF - BUSES IN BRIEF

● GREATER Manchester PTE has won outline planning permission for a guided busway from Leigh into Manchester. Wigan councillors voted to support the £10 million scheme, and it will now go to public consultation. The scheme uses the old trackbed of the Leigh-Manchester line axed by Beeching in 1969.

● **CENTREWEST has retained route 83 for a further five years, but on the net cost basis now favoured by LT. The Golders Green Station-Ealing Broadway route uses double-deck buses.**

● LOWLAND Omnibuses has secured the Border Courier bus service, subsidised by Borders Health Board and Scottish Borders Council, for a further five years. The unusual service, worth £850,000 over the five years, ferries medical supplies across the Borders region but has a dual role as passenger transport to and from hospitals. It uses 21-seaters with enormous luggage capacity at the rear, though vehicle choice hasn't been made yet. The previous contractors were Buskers of Galashiels and Munros of Jedburgh.

out next week ●●● TRANSIT out next week ●●● TRANSIT out next week ●●● TRANSIT out

In brief

All invited

COACH training specialist Wallace School of Transport is celebrating its 30th birthday with an open day at its Wembley Stadium training centre this Saturday, 26 April. Among entertainments are tours of the stadium, driving displays, refreshments and free parking. Enter via gate 5 (South Way) at Wembley Stadium.

Dundee slice

DUNDEE's Seagate Bus Station is to get its long-awaited, £620,000 facelift. Strathtay Scottish, which owns the site, has committed £80,000, but Dundee City Council and Scottish Enterprise Tayside added £330,000 and £210,000 respectively.

Video view

HEREFORD and Worcester County Council has produced two videos for operators explaining how to handle special needs schools transport. The £10 films will be given free to schools and sold to other parties.

Hants tour

HAMPSHIRE County Council has hosted a delegation of visitors from Moldova, showing them how its developing, integrated public transport system works, Hampshire's road management scheme, ROMANSE, and an insight into the potential problems of intense car use.

Corgi card

CORGI has followed its metal models with a plastic one... cunningly disguised as a credit card! The Bank of Scotland Corgi Classics card has an APR of 18.5 per cent, charges no annual fee in the first year, and makes a charity donation to Motability - the car conversion charity.

▼ Bus

Kinnock launch

TWM's gas fleet takes to the road

by Mark Williams

EUROPEAN transport commissioner Neil Kinnock launched Travel West Midlands' fleet of 14 new CNG buses last week.

The former Labour leader praised TWM's investment in 16 new Volvo B10L Alexander Ultra lowfloors as a contribution to cleaner air and a commercial initiative: "There is a crisis building on Europe's roads," he warned. "But I am certain that gas vehicles are a substantial part of the future of public transport."

The 12-metre vehicles, with a capacity of 69 passengers, feature Volvo's purpose-built CNG, 10-litre engine and five roof-mounted gas tanks which take advantage of the Swedish-initiated, lowfloor design... which had gas cylinders in mind.

"They are mounted on a sub-frame recessed into the roof," said Volvo's product planning manager Adrian Wickens. "They give the vehicle a 250-mile range on a single filling."

Mr Wickens said the CNG B10L is now a series production chassis, 200 having been sold in Sweden and trial chassis sold throughout Europe. The engine is a completely redesigned unit, with very little commonality with existing diesels, and which uses electronics to control fuel/air mixture and other tuning.

The vehicle is much quieter than a comparable diesel, and the saloon is heavily shielded against the additional heat generated by the gas engine and exhaust.

The buses were bought with help from the Energy Savings Trust, and TWM has taken advantage of British Gas' offer of refilling facilities, and now has a single pump and compressor unit worth £400,000 installed at the Walsall garage: "With our gas station package, we will build a gas filling station for any operator with a viable proposition," said British Gas Natural Gas Vehicles engineer Neil Wilkinson.

The buses, costing £155,000 each, will start life on route 529 from Walsall to Wolverhampton.

● **British Gas has installed its 15th vehicle gas station. The facility, for Bournemouth Borough Council's fleet of 16 Ford Courier vans, will be available to other fleet users in the area. CNG conversion specialist Hendy Power Products is to use it for its own Ford Transit vans, based in Portsmouth.**

British Gas refuelling sites are now at Old Kent Road, Morden and Sutton (London), Slough, two in Southampton, Bristol, Dudley, Warrington, Loughborough, Rugby, Newbury, Cambridge, Walsall, and the latest in Northampton.

Neil Kinnock faces the press as he fuels the first TWM B10L Ultra bus

▼ Coach

Alfa claims second in tour op league

ON the eve of taking its first coaches in 10 years' trading, Leyland-based Alfa Travel is claiming to be the biggest coach tour operation in the north-west after Shearings.

Managing director Paul Sawbridge is better known as the man who led Smiths Happyways Spencer of Wigan, which subsequently absorbed Shearings of Altrincham and National Holidays of Wakefield into the Pleasurama company before it was acquired by Mecca.

He left the company in 1989 to join his family firm Leisureplex, which owns 11 hotels in Scotland, Wales and on the South Coast. Alfa Travel started in its core area of the North West, but is expanding its catchment area, and has recently introduced a programme from the north-east. As turnover has now grown to over £6 million per annum, Mr Sawbridge says it is time to start building up Alfa's own fleet of touring coaches, with maintenance currently undertaken by Blackburn Coachlines:

"We have chosen a reliable chassis," he said, "and automatic transmission will improve reliability."

Alfa will, meanwhile, continue to hire in up to 10 coaches a day at peak.

■ **Which coaches did Alfa pick? See Deals and Dealers, pages 39 to 41**

Optare ... The bus stops here.

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RESULTS

Coach driver of the year: Nick Barker of Eddie Brown Coaches, Helperby
Coach of the year 1997: Flights Coach Travel, 32-seat Scania Century
Best in all classes: Reliance Coaches (Alec Head), Scania K113/Van Hool Alizee
Top Team of the year: Reptons Coaches of Weybridge
Peter Bostock Trophy - highest in Saturday driving tests: Nicholas Martin of Martins Mini Coaches
Mini/midi driver of the year: Graham Long of Graham Long Travel, Faringdon
Runner up to coach driver of the year: Tony Head of Reliance Coaches, Peterborough
Top mini/midi: Tellings Golden Miller, Toyota Optimo III
Top standard coach - AW Chapman trophy: Travellers Coach Company; Setra 250 Special
Top touring/express luxury coach: Flights Coach Travel, 49-seat Scania Century
Top dual-purpose vehicle: Dews Coaches, Leyland Atlantean/Alexander open top
Chapmans Stevens trophy for top executive coach: Travellers Coach Co, Setra 250 Special
Top coach aged five years or over: Cedar Coaches, Setra S228DT
Michelin gold, silver, bronze: Ebdons, Setra; The Kings Ferry, Scania/Van Hool; Reptons, Javelin/Plaxton Premiere
Telma Retarder: Flights Coach Travel, 32-seat Scania Century
Berkhof: The Londoners, Dennis Javelin/Axial
Salvador Caetano: Williams Coaches, MAN 18.370/Algarve
SJ Carlton: Ebdons Coaches, Neoplan Spaceliner
Jonckheere: Clarkes of London, Volvo B12/Jonckheere Monaco
Setra: Travellers Coach Co, Setra 250 Special
Plaxton Coach & Bus: Classic Coaches, Volvo B10M/Premiere 350
Scania: Flights Coach Travel, 32-seat Scania Century
Scania Century: Flights Coach Travel, 32-seat Scania Century
Van Hool: Reliance Coaches (Alec Head), tri-axle K113/Van Hool
Iveco Ford: AW Eastons Coaches, EuroRider/Beulas
Moseley: Tellings Golden Miller, Volvo B10M/Van Hool
Bova: Coach Stop, Futura FHD
Yeates: Clarkes of London, Volvo B12/Jonckheere Monaco
Dennis: Coach Stop, Dennis Javelin/Neoplan Transliner
Alf Moseley Continental: Irvine's Coaches, Dennis Javelin/Marcopolo Explorer II
The Crest Award - best minibus conversion: Alpha Coach Company (Hull), Mercedes-Benz Sprinter/Crest
The Clarkes Trophy - best accessible coach: Out & About (Llanelwy), Dennis Javelin/Caetano Algarve
Cymru: Williams Coaches, MAN 18.370/Caetano Algarve
Coach Drivers' Club - drivers' quiz: Harry Macpherson of Macpherson Coaches
Veteran Driver: Cyril Kenzie, first PSV in 1949
The Mobil Awards - lst, 2nd, 3rd emissions test: Martins Mini Coaches; Ebdons Spaceliner; Ebdons Drögmöller
Smartest uniformed driver and courier (large fleet): Tellings Golden Miller, Volvo B10M/Van Hool
Smartest uniformed driver and courier (small fleet): Westbus (UK) Ltd, Volvo B10M/Berkhof Axial
Best co-ordinated coach - Hector Boon Memorial: M&M Coachlines, Scania K113/Berkhof Axial

▼ Coach

Flights scores a

Third Coach of the Year trophy win at Brighton

FLIGHTS walked away with its third Coach of the Year trophy from Brighton for its immaculate Scania Century super-exec.

"We're very pleased to have won," said md Ken Flight. "We were up against some stiff competition from Travellers' Setra, which was very good, and Tellings Golden Miller. And there was Gail Hopes' coach, Secrets, which would certainly suit 'fun' coach trips."

Mr Flight said he was particularly pleased with his other win for a 49-seat Irizar entered in the top touring coach class of the concours d'elegance: "It's an important area of work to us," he explained.

The overall winner is a tri-axle Scania K113 unveiled at ExpoCoach '96. It has 32 leather-covered tabled seats, centre servery, bar and kitchen, satellite TV and video with four monitors, and even an on-board computer work station for its corporate clients.

It has its own generator and a 240 volt hook-

Traffic commissioner Chris Heaps (centre) awards trophy to Ken Flight

▼ Coach

Driver of year provides the

EDDIE Brown tour driver, Nick Barker, provided a fitting tribute to Gwen Brown, who died last weekend, by becoming the Driver of the Year 1997.

The York company was devastated the day before the show when co-founder Mrs Brown passed away. But it went ahead with its plans to enter two drivers in the prestigious competition, held in Brighton, and ended the weekend on a high note.

Mr Barker, 29, was one of the few finalists to make it through an incredibly tough manoeuvring test on Sunday at Madeira Drive without heavy penalty points. Nine of the 12 finalists, including former driver of the year Tony Head, knocked down barriers, incurring big penalties.

"It's been absolutely brilliant," said Mr Barker. "I had worries about beating Tony Head. He's a nice guy, and he's an excellent driver. Matthew Haynes of Banstead had also driven very well."

After the road run and first round of driving tests on Saturday, Mr Barker was lying fourth, behind Tony Head of Reliance Coaches and Steve Mason of Metrobus in equal first, and Bob Keeping of Travellers in third place. On the final test, Tony Head - driving his tri-axle Van Hool Scania -

Nick Barker's Scania K113 Van Hool Alizee heads for a trophy...

hat trick

UK Coach Rally

by Mark Williams

Immaculate leatherwork and wood turning mark Spanish origins

up so it can be used as a static conference venue, telephones and a fax machine. Mirrored windows help clients retain anonymity.

Every aspect of the coach shows attention to detail, including the hand-made wooden tables with wooden cupholders and the leatherwork in the seating. Mr Flight believes it won because it has been aimed at a range of target markets - from its regular duties as Aston Villa's team coach to business trips.

"We chose the Irizar after I'd gone to see the factory," said Mr Flight. "I was impressed first of all by the quality of the work, especially with wood and leather, and the position of the Peseta made it very good value."

Trophy is back after 11 years

Flights is no stranger to the winner's rostrum. Its most recent win was in 1986, when a double-deck Setra S228DT got the verdict, but the Birmingham company booked its first shield on the trophy's plinth with an AEC Reliance Harrington Cavalier - a coach which Flights has since found lying in a field in Biddulph, and is restoring to its original glory.

"Next month, Holdsworth is going to produce an identical moquette for us, which will be fitted to 37 Chapman reclining seats which I've had hanging around in the stores for 10 years.

I don't know why, but I just held on to them!"

tribute to co-founder

seemed to have difficulty selecting reverse, then appeared to lose his concentration and knocked down the barrier in garage three.

Steve Mason in a Javelin Premiere hit two cones and a barrier, and Bob Keeping, with an immaculate Setra 250, missed a gate in the slalom course before also hitting a barrier... and running over it for good measure.

Mr Barker, driving a '92 Scania Van Hool Alizee, managed an almost clear run and, despite nudging one barrier, kept the penalty points low enough for his win: "I got through to the finals last year," he said. "It was easier on the Sunday, I think, than this year's test.

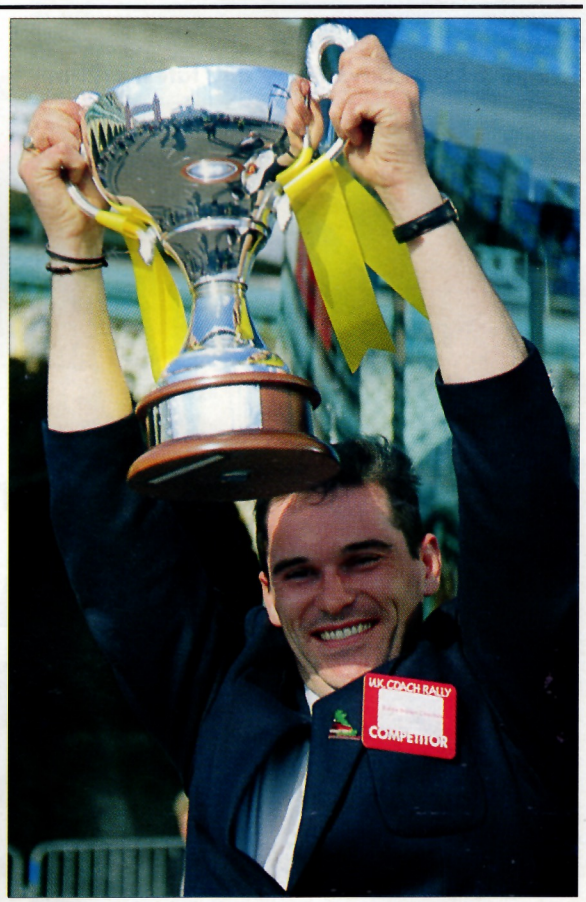
...using his concentration and driving skill...

"I'd drawn number 10 but the test was well organised and I only had to wait an hour and a half."

Mr Barker has been driving for Eddie Brown for more than five years, having started his PSV career on York open-toppers before driving buses for Rider York: "In February '92, I phoned Phillip Brown and asked for an interview. He started me straight away."

Mr Barker has, until this year, confined his duties to the UK by choice, but this Summer, will be extending his abilities to European driving: "It's a fantastic job... one of the best in the world, and I love tour driving," he said.

CBW



...rewarded with his hands on the silverware

▼ Coach

Two-wheeler reeler

Ex-speedway star now has motorbikes on coaches

Scooter hooter: Dave Parry and latest add-on

by Mike Morgan

THE name Dave Parry is familiar not only to the coaching world but to that of speedway.

Three-axle Neoplan Cityliners may have now replaced his spartan-spec speedway motorbikes but this year's intake of new vehicles echo Mr Parry's motorcycling past in what is thought to be the first example of coaches fitted with motorbikes - albeit electric ones.

Each year Mr Parry replaces two of his distinctive Cityliner fleet with an apparently identical pair. However, close examination of the spec sheet reveals constant refinement such as the addition of satellite navigation systems which can be displayed through the vehicle's video screens and new parallelogram side lockers.

Yet the icing on the cake for 1997 must be the electric scooters tucked away in one of the rear lockers.

Mr Parry first saw the innovation on Neoplan's Starliner at the Hannover show last year and realised they could be a means of improving the service offered to his clients.

The reason is that very often coaches can be quite a way from the hotel or group, and the scooters provide a means of getting from A to B that bit quicker.

Or, could it be that Mr Parry, having tasted the two-wheel action, simply cannot get motorbikes out of his blood?

He started his speedway career with his local side, Wolverhampton, and went on to ride for Crayford, Leicester and finally Crewe, where the team won the league championship and knockout cup. He also gained an England cap for Young England against Czechoslovakia.

Injury cut short his career but, in the mid seventies, he took up the position of team manager of Wolverhampton after starting his coach business in 1973.

During his time as team manager he has engaged many good riders, including multi-world champion Hans Nielsen of Denmark, whose wife also at one time worked in Parry's International booking office.

Business pressure became too demanding as the coach tour business began to grow and he was forced to devote more time arranging coach holidays.

Nevertheless, he is still actively involved with Wolverhampton and the sponsorship of the Swedish speedway star Peter Karlsson, and is a member of the Wolverhampton championship winning team - current holders of the Premier League and the League Cup.

Mr Parry says sporting competition is the essential ingredient for competitive business and both have the same important objective - success and being the best.

Prior to collection of this year's Cityliners, Mr Parry and SJ Carlton sales director Bill Povey did a few laps of the 'Carlton Arena'.

Needless to say, there was only one winner. CBW

Blast from past: speedway star Dave Parry

Parry's Cityliner has everything - even a scooter

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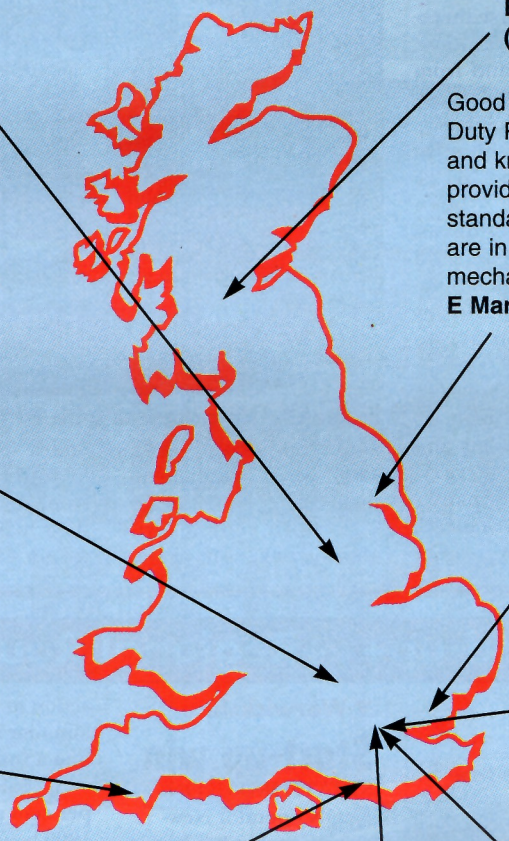

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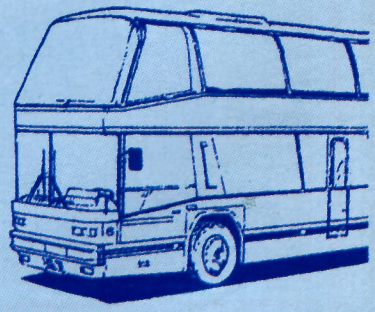

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▼ Coach and Bus

Award for driver hero

WEST Riding Automobiles bus driver Phillip Perry, who hauled a car driver to safety from her burning car despite having broken bones in his hand, has received an award from the Confederation of Passenger Transport.

Mr Perry was presented with the Dennis Ellis Memorial Award for his bravery by CPT regional chairman Glenn Kaye, and collected a certificate acknowledging the award, an engraved tankard and a cheque for £200.

Mr Perry was on a lunchtime minibus service to Leeds this January when an overtaking car struck an oncoming car then the minibus before catching fire.

▼ Coach

Tri-axles join Ellen Smith

Response to growing demand from tour operator

by Andrew Jarosz

ELLEN Smith Tours of Rochdale, the coaching arm of municipally-owned Rossendale Transport, has invested in its first three-axle coaches in response to growing demand from one of its key tour operators, Northern Holidays.

Two Jonckheere-bodied Volvo B12T coaches have been acquired from Bebbs of Llantwit Fardre, and will spend much of their Summer season on shuttles and nine-day tours to Spain.

The two 49-seaters, which are fitted with air conditioning, toilets and an enlarged servery, increase the company's tours fleet to 28 vehicles, many of which were acquired second-hand, albeit when less than two years old.

Ex-Bebbs Jonckheeres with B12T chassis will spend Summer in Spain

Both vehicles will also work on Ellen Smith's own programme of tours and excursions from the north west, but their main duties will centre on Lloret de Mar, on the Spanish east coast.

● **Who bought what? Turn to pages 39, 40 and 41 for our three-page *Deals and Dealers* section.**

Regional Round-up+++Regional Round-up+++Regional

▼ Warwickshire

Start-up win

STRATFORD-UPON-AVON operator Newmark Coaches has been judged Business Start-Up of the Year by a local enterprise scheme.

The award, run by Enterprise Link Coventry & Warwickshire, rewards founder Alan Newland (pictured left) for having built a fleet of 12 vehicles and turnover of £300,000 in the firm's first year — with £400,000 turnover expected during 1997/98. Five new employees have also joined.

"It's great to have been recognised as one of the best new business start-ups in Warwickshire," said Mr Newland.

▼ Hampshire

Action plea

SOLENT Blue Line is calling for Government action to make the late Summer bank holiday into a four-day break.

Sales up by five per cent above Easter 1996 have convinced operations director Peter Shelley that an extra day added to the usual three-day bank holiday encourages people to plan that special trip.

Main area of growth for Solent was on its X9 service, which runs from Southampton to the beauty spots of Exbury Gardens, Beaulieu and Lepe Beach.

▼ South Wales

Gone missing

ONE of South Wales best-known faces, Vehicle Inspectorate examiner Graham Ballard, has gone missing. His car was found parked at a coastal beauty spot.

Police are now appealing for sighting of Mr Ballard, 43, or any suggestion leading to his whereabouts. He is six feet two inches tall, with receding dark hair and moustache. He normally wears tinted spectacles.

Anyone with information should contact Gwent police on 01633 838111.

▼ Oxfordshire

Oxford launch

OXFORD Bus Company has launched its revamped Cityline 52 services, serving Blackbird Leys housing estate.

Fifteen new Plaxton Verde buses on B10B will provide a seven-day service with a peak frequency of five minutes into Oxford and a 10-minute frequency to the rail station.

City of Oxford has opted for a two-door, 46-seat layout with luggage pen, and side and rear destination displays.

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▼ Coach and Bus

Stuart's continues without fleet

All vehicles auctioned after contracts cut

by Andrew Jarosz

SOUTH Manchester independent Stuart's Bus and Coach Company of Tameside is continuing in business for the time being, despite its entire fleet being auctioned off last Thursday at a sale which raised the eyebrows of regulars.

Stuarts fell victim to the unprecedented step of GMPTA terminating all its subsidised contracts following two incidents on school buses, and a reduction of its O-licence by the North Western deputy traffic commissioner from 20 vehicles to 10.

Proprietor Mike Stuart said the future was uncertain but, as he had lost most of his contracted work, there was no longer a need for such a large fleet.

Virtually all of the company's fixtures and fittings, vehicles, spares, and equipment went under the hammer, including 24 coaches and buses, one non-runner, a recovery vehicle and van.

Bidding ranged from £143,000 for a pair of 1996 East Lancs Dart SLFs, and £148,000 for a trio of N-registered Darts to £4,800 for a trio of T-registered ex WMT Fleetlines. Coach prices ranged from £32,000 for an F-registered Caetano-bodied B10M to £450 for an N-registered Bedford YRQ. In all, the total for all the vehicles topped the £500,000 mark.

Bidders, however, were unhappy about the auction on a number of counts.

All purchasers were expected to pay an additional 10 per cent buyer's premium to the auctioneer.

Mr Stuart was bidding for vehicles himself in the sale and is understood to have secured about 10 of the vehicles during the course of the sale.

As yet most of the vehicles have not left the premises, and four buses remain in daily service.

Auctioneer Les Davidson said all sales would be concluded in the next few weeks but final details were still in the hands of Mr Stuart.

Stuarts' buses still on the streets after asset sale in Tameside

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1994 L EOS 90 49R, toilet
1994 L DAF WS3000 Van Hool Alizee 'H', 51R/Toilet
1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF SB3000 Int Retarder, Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
1994 L MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF KS3000 Auto Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
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1995 M DENNIS DART Auto, 10M, Plaxton Pointer, 40 str bus
1992 J DAF SB220 Auto, Ikarus Citibus, 48 str bus

1990 G MB230LB Van Hool Alizee 'H'
1990 G DAF SB3000 Van Hool 'H', 49/Toilet
1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
1989 F DAF SB2305 Van Hool Alizee 'DH' 51R/Toilet
1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
1989 F DAF MB230LB Plaxton 3500 , 52R
1989 F DAF MB 230LB Plaxton, 51R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
1988 E DAF MB230LT Plaxton 3500, 51R/Toilet
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1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
1990 G DAF DHTD Duple 320, 57R
1990 (G) SB3000 VAN HOOL ALIZEE DH, 51R/toilet, air con
1989 G SCANIA K113 Van Hool Alizee 'SH', 49R/Toilet
1989 (F) VOLVO B10M Van Hool Alizee H, 53R
1989 PP BOVA FUTURA FHD, 49R/Toilet
1989 SB3000 Plaxton 3500, 51R/Toilet
1988 VOLVO B10M, Plaxton 3500, 49R/Toilet
1988 PP BOVA FUTURA FHD, 49R/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R Toilet
1988 E SB3000 Van Hool Alizee SH 49R/Toilet
1987 E DAF SB2300 Plaxton 3500, 53R, air conditioned
1987 D DAF 2300 Van Hool Alizee 'H', 49R/Toilet
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1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

48/50 recliners, beige/orange moquette, rear sunken demountable toilet, continental door, SUTRAK AIR CONDITIONING, double glazed tinted side windows, blinds and decorative curtains, aircraft style lockers to hatracks, courier seat, fully carpeted, no rear window, Eberspacher pre-heater, TELMA retarder, power entrance door, finished cream. CHOICE OF IDENTICAL VEHICLES
M.O.T.'s NOV. 1997/FEB. 1998.

1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

49/53 recliners, grey/red moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, power entrance door, finished white/rose/gold .
M.O.T. FEBRUARY 1998

1993 VOLVO B10M PLAXTON PREMIERE 350 12M

53 recliners, red moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange. **M.O.T. SEPTEMBER 1997**

1991 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49/53 recliners, grey/orange moquette, centre sunken demountable toilet, continental door, tinted side windows, blinds, courier seat, water boiler, power entrance door, finished all white.
M.O.T. OCTOBER 1997

1990 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

48 recliners, brown/orange moquette, rear sunken toilet, continental door, double glazed tinted side windows, roller blinds, decorative curtains, aircraft style lockers to hatracks, Eberspacher heater, AIR CONDITIONING, chassis autolube, TELMA retarder, low driving position, finished white/red/orange. **M.O.T. NOVEMBER 1997**

1990 BOVA FUTURA FHD 12.290 INTEGRAL 12M

49 recliners, grey/orange moquette, centre sunken toilet, power operated continental door, double glazed side windows, curtains, courier seat, driver's sleeping berth, electrically operated driver's window, drink's machine, wired TV/video, finished white/orange/red. **M.O.T. FEBRUARY 1998**

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VOLVO B10M GL VAN HOOL ALIZEE-HE 12M
Centre demountable toilet, continental door, 49/53 reclining seats, water boiler, fridge, finished all white.
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BOVA FUTURA FHD 12.330 INTEGRAL 12M
Centre toilet, continental door, 49 reclining seats, air conditioning, water boiler, fridge, finished all white.
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1989 VOLVO B10 VAN HOOL ALIZEE-H 12M

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M.O.T. FEBRUARY 1998

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▼ Coach

Stunning new look to an old concept

Interurban coach's UK debut at Brighton rally

by Mike Morgan

IRIZAR'S stunning treatment of interurban coach interior design made its UK debut at Brighton last weekend.

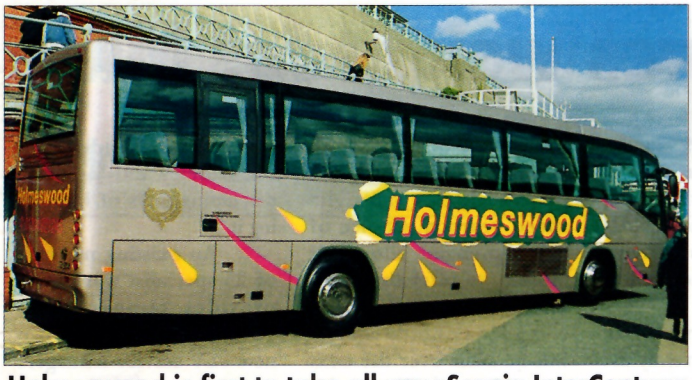
Although largely following the familiar lines of the highline Century on Scania K113 underframe, the new InterCentury is a standard height 3.2-metre body with up to 57 seats suitable for a wide range of coaching duties. However, the term dual purpose fails to do justice to the radical treatment of the interior, which makes extensive use of sweeping curves, wipe-clean surfaces and bright, cheerful colours.

And, it's not only the body which is new to this country, but the underframe also.

Underneath the smooth Irizar profile of this £147,000 coach is the first of Scania's new generation chassis which are following in the wake of the latest truck range from the Swedish manufacturer.

Powered by 310 bhp Euro II engine, the L94 chassis comes with ZF 5HP 600 automatic gearbox on the first coach, which has been built to an order from Francis Aspinall of Holmeswood Coaches, Lancashire. Scania's GR 801 Comfort Shift gearbox will be an option later this year and the seating layouts available include 53 or 55 recliners or 57 fixed.

Bold and imaginative treatment of the interior can be softened to meet United Kingdom taste, with extended use of soft trim on sidewalls and the undersides of the racks.



Holmeswood is first to take all-new Scania InterCentury

Radical: sweeping curves and bright colours

▼ Coach

Fleetmaster selling low-cost UVG-bodied Javelin

BRITAIN'S lowest-cost full-size coach is now being sold by Fleetmaster Bus & Coach following the appointment of its first dealership by bodybuilder, UVG.

The new UVG S320 on Dennis Javelin chassis retails at just £105,000 and hitherto has only been available on direct sale from the factory.

Fleetmaster sales director Mark Stephenson said: "Prior to the launch of the S320, operators wanting to buy a new coach were faced with much more expensive choices. We can now offer them all the benefits of buying new at a very competitive price.

"We see an exciting future for the S320," said Mr Stephenson, "and we are, of course, able to assist in part exchanges and to help arrange financing."

Fleetmaster can also supply new UVG Citistar minibuses and the Robin Hood RH2000 midi-coach, production of which is now under the ownership of coach operator Buddens of Romsey.

Late last year the Horsham-based company was appointed agent for East Lancs.

▼ Coach

Riding on Crest of a wave

MINIBUS conversion specialist Crest of Doncaster has exceeded its expectations during its first year. Partners David Broad and John Wogan have expanded their shop-floor workforce to 10 and have just completed their 100th vehicle. The landmark Crest 16-seater is also the first Merc Sprinter with rear boot and one-piece window. Price is £34,500.

Sprinter first with coach rear - David Broad

▼ Coach

Built-in vacuum cleaner

IMAGINE cleaning the inside of a coach anywhere, any time simply by plugging in a lightweight hose. That's the option with the £420 Smart 24-volt central vacuum system. It's a system designed for domestic applications but has been fitted to a Bova run by PW Jones Coaches of Hereford for the past four years.

A Canadian-built power unit can be fitted anywhere on the coach. A flexible hose links this with up to two inlet valves in the coach saloon. Plug in a remote hose and attachment and the system is ready to clean the interior. Six units on special offer at the Brighton Rally were snapped up.

Contact Smart on 01432 880090.

CBW

Wally Perrott started company at 62

▼ Coach

Beta club rally invite

New coach is sales platform

by Mike Morgan

A FORMER Southdown coach driver who started a coach operating partnership in Worthing seven years ago used the Brighton rally delivery of his Beta company's first new coach as a platform for advertising.

Wally Perrott joined forces with Jean Sarfas when he was told by his Southdown bosses that he was too old at 62 to switch to driving buses. Instead they formed Beta from scratch, started an excursion club which has now built up to 3,000 members paying £5 a year and gradually expanded to a four-vehicle operation.

Beta's latest acquisition was lined up on Brighton's Madeira Drive on the AW Group stand at last weekend's UK Coach Rally. This Beulas-bodied Iveco EuroRider is the first with rear floor-mounted toilet but, more significantly, to Beta's club members it is the company's first new coach and they had been invited to come and have a look.

And they turned up in large numbers, keeping Mr Perrott and his staff busy handing out 1997 holiday brochures and the latest excursion programme. He says that Beta runs at least one excursion every day of the year, lists 67 holidays and does private hire.

▼ Coach

Maynes 50th celebration

AS 1997 is fast proving to be the year of the 50th anniversary in the coach industry, one of Britain's most northerly companies, Maynes of Buckie, is celebrating with an open day.

Meanwhile, Maynes could claim to be the furthest travelled entry at this year's UK Coach Rally with its brand new Berkhof Axial-bodied Volvo B10M driven by rally newcomer Kevin Mayne, 22-year-old son of owner Gordon Mayne.

In truth the Axial had travelled no further than the AVE Berkhof dealership at Bracknell and Messrs Mayne had collected it on route to Brighton.

Mr Mayne junior came a creditable 16th out of the 66 entrants before the coach was driven norath and the company finalised its preparations for the open day on 4 May, where the Axial will take pride of place in a display that will include a 1947 Bedford OB bought recently from Kirkby's and repainted at Barrhead.

▼ Coach

Marcopolo saves weight for MAN

ALF MOSELEY'S newcomer, the Marcopolo Explorer II on MAN 18-310, costs £148,900 and weighs in at 11,880kg.

Director Vernon Edwards told *CBW* that attention to weight throughout the build process ensured that air-con and Telma could be specified together with 49 seats. Standard spec on the 49-seater includes video and centre sunken toilet. MAN offers a 12-month warranty which can be extended to five years.

It is the first 18-310 in the UK and currently the only 18-tonne MAN option available in the UK. Berkhof and Caetano had previously offered the higher-powered 18.370 with eight-speed gearbox. Choice of 310 bhp engine allows Alf Moseley to offer the more-familiar six-speed ZF S6-85.

Mr Edwards says 30 will be built over the next year. He said: "The service issue on the coach side needs to be remedied and Alf Moseley and MAN are discussing ways of improving it."

An existing network of 25 specialist workshops provides 24-hour emergency assistance and two new PSV service managers are on the road to cover the north and south.

MCT insists 'no discrimination'

ALTHOUGH it took less than six months from placing the order to completing the vehicle, conception of MCT Group Travel's trailblazing accessible coach started 29 years earlier when company boss Oswald Heenan recognised at first hand the problems faced by disabled passengers.

Mr Heenan's daughter was born with spina bifida and he quickly realised that the discrimination she faced when travelling on coaches and buses was unacceptable.

Consequently the first factory-built full-size coach to join his 15-vehicle company represents a significant milestone in translating accessibility into normality.

The new £150,000 coach was ordered from Alf Moseley Continental last November because Portuguese bodybuilder Marcopolo was prepared to integrate the chair-lift on the production line rather than convert a standard coach.

It is the fifth full-size coach MCT has bought with a wheelchair lift and Mr Heenan has uncompromising views on how it should be done. Marcopolo has achieved his aims through the first UK installation of Ricon's automatic Mirage lift developed for railway carriages in the States.

The coach is fitted with 49 Fainsa America seats. Those on the nearside are located in Unwin tracking on the floor and sidewall, using quick-release locks. Up to six wheelchairs can take their place, reducing seating capacity to 31. CBW

Ricon lift tucks under floor leaving no signs of special fitment

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Best in all classes	Reliance Coaches	*Scania K113TRB Van Hool Alizee SH*
Runner up to Coach Driver of the year	Tony Head, Reliance Coaches	*Scania K113TRB Van Hool Alizee SH*
Top Touring / Express Coach	Flights Coach Travel Ltd	*Scania K113TRB Irizar Triaxle Century*
Silver (Michelin)	Kings Ferry	*Scania K113CRB Van Hool Alizee*
Telma Retarder	Flights Coach Travel Ltd	*Scania K113TRB Irizar Triaxle Century*
Scania	Flights Coach Travel Ltd	*Scania K113TRB Irizar Triaxle Century*
Scania Century	Flights Coach Travel Ltd	*Scania K13TRB Irizar Triaxle Century*
Van Hool	Reliance Coaches	*Scania K113 CRB Van Hool Alizee SH*
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▼ Europe

Eurolines: new services to

Serbia and Russia included in 1997/98 programme

by William Golden

NEW services to Serbia, Russia and Bulgaria are included in the 1997/98 programme from Eurolines, Britain's largest operator of scheduled coach services to Europe.

Eurolines has worked closely with its German partners to introduce timetable changes which allow better links to the former Yugoslavia and eastern Europe from the UK via Frankfurt.

The former Yugoslavia figures prominently, with new services to Belgrade, in Serbia; Osijek to complement the existing destinations of Zagreb and Split, in Croatia; and Sarajevo, Travnik and Vitez in Bosnia-Herzogovina.

Sofia, the Bulgarian capital, is now available via Frankfurt, while Russian services to Moscow and Smolensk have been introduced via Cologne.

The increase in passenger numbers last year has led to the introduction of services to Stavanger and Kristiansand on the coast of southern Norway, while the Italian programme has been extended to include Parma, twice a week year-round, and Genoa, in high season only.

In addition to the new services, Eurolines is confident about the eastern European destinations of Bratislava and Budapest. It believes both destinations have growth potential among its core passenger group of students and young people.

Services to Budapest have been increased to five a week in Summer and off-peak fares have been pegged at 1996/97 levels.

Eurolines is continuing to hold its £39 youth return fares on its three services a day to Paris and two to Amsterdam. The Paris business fell by 20 per cent last year but the improvement in the exchange rate has increased demand since February. Demand for Amsterdam continues to be strong.

New recruit: Erica Duggan has joined BAWTA

▼ UK and Europe

Wholesale changes

ERICA Duggan's T4 Travel has joined the British Association of Wholesale Tour Agents (BAWTA), bringing the membership up to nine in what is the association's 10th anniversary year.

T4 Travel, which is based in Cambridge, was formed in 1993 by Ms Duggan and now employs a staff of four. Ms Duggan, who is md, said: "During the four years we have been operating, it became increasingly clear that BAWTA was seen as the benchmark for reliability by suppliers and coach operator clients.

"As soon as we were able to meet the acceptance criteria in terms of trading and the like, we decided membership should be a priority."

Gerry Topiol, BAWTA chairman, said; "T4 Travel is a small and developing company which recognised the potential advantages of membership. We thin there is room for more new companies in the coming years, which will reflect the association's future development."

For more information on T4 Travel, contact Erica Duggan on 01223 560513.

▼ Europe

Sailings to Calais increased

INCREASED demand from coach operators has led Stena Line to add an extra five return sailings a day on its Dover-Calais route from 13 May.

The introduction of a fourth ship will boost the company's frequency on the short-sea crossing to 20 return sailings each day.

David Stamp, Stena Line's national sales manager, said: "The additional capacity will meet the demands of our customers and allow us to introduce a 9am departure from Dover and a 4.45pm return from Calais, which are perfect timings for day trip traffic.

"We intend to build on a terrific start to the year where, in a very buoyant market, our coach market to France has achieved above-market performance and the average coach load factor has increased by seven per cent year on year."

Stena Line also is improving its day-trip offer to operators by extending the validity to 36 hours and introducing new rates from £55 per coach and £25 per minibus, plus £1 per passenger. These rates are valid throughout the year on the Dover-Calais and Newhaven-Dieppe routes.

"Extending the day-trip validity to 36 hours gives operators more flexibility to build an overnight in France, Belgium or Holland into their programmes," said Mr Stamp.

For bookings and further information contact Stena Line coach and group reservations on 0990 204402.

● The latest coach traffic figures across the short-sea crossing routes confirm the upturn in Continental business.

Nearly 19,000 coaches travelled across on the ferries, or through the Channel Tunnel. The Port of Dover took the lion's share, with 14,582 vehicles making the 90-minute journey across.

Le Shuttle's second full month operation saw more than 4,000 coaches bookings, giving it just over 20 per cent of the market.

Over in Ramsgate, the introduction of fast craft on the Ostend and Dunkirk routes has seen Holyman Sally Ferries' share of the market drop to under one per cent.

Short-sea coach traffic

March 1997

	Coaches	Market Share	+/- February 1997
Dover	14,582	77.3%	+2.9%
Ramsgate	107	0.6%	-0.5%
Le Shuttle	4,177	22.1%	-2.4%

January to March 1997

	Coaches	Market Share	+/- January to March 1996
Dover	26,545	76.8%	+0.7%
Ramsgate	310	0.9%	-0.4%
Le Shuttle	7,727	22.3%	-0.3%

For all your tourism and travel ideas see Coach Tours & Excursions. 01733 467048

East

John Gilbert, Eurolines' deputy md, said: "Agents had to cope with an unprecedented level of changes to the Eurolines programme last year. These were largely due to the introduction of tactical fares and changes to service frequencies to combat competition.

"This year, we believe we have pitched fares and frequencies at the right level in the light of market conditions."

Europe bound: John Gilbert, Eurolines' deputy md, and marketing assistant Angela Hodgson launch the extended 1997/98 programme

COACH
TOURS & EXCURSIONS

In the budding May issue:

- Find out how the city of Manchester is putting out the welcome mat for groups
- Learn how to go animal crackers on groups visits to zoos and wildlife parks
- Discover why Belgium is proving to become a bargain short-break destination this season
- Pluck the pick of the tour opportunities in the garden county of Kent

- and much more.

Coach Operators: are you receiving your copy of *Coach Tours & Excursions* with *Coach and Bus Week* each month? If not, telephone Jazz Walshe on 01733 467048.

▼ UK

Regent rises from the ashes

IT is business as usual for Regent Travel, the Morecambe coach company whose depot was destroyed by a fire over the Easter weekend (*CBW*, 12 April).

The family-owned firm lost the two executive coaches out of its three-vehicle fleet in the devastating blaze.

The third coach - a Ford with which the company set up in business 10 years ago - was parked outside and driven clear of the danger zone.

According to the latest reports from the fire brigade, the blaze was caused by a discarded cigarette in one of the coaches that had returned to the Middleton depot on Good Friday evening after a fully-booked, successful mystery tour.

Undaunted, Dianne Hambling, who runs the company with her husband Ian, has vowed to carry on as normal and operate the company's holiday programme through the season.

Mrs Hambling said: "It has been a struggle but we are meeting all our commitments for the coming season.

"The fire was heartbreaking but we were determined not to let all those 10 years of hard work go to waste. We got the first replacement coach last week and the second is due to arrive this week, so we are continuing with the tours.

"The response from everybody has been really heartwarming and we are not stuck for anything. For example, Pennine Services have offered us free seatbelts.

"Also, there has been a fantastic reaction from our customers and everyone else in the resort. They understand what is going on and have shown tremendous loyalty by sticking by us.

"It is going to be tough but we won't let anyone down." CBW

Eurowatch

WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	7C/45F	Madrid	18C/64F
Athens	17C/63F	Oslo	11F/52F
Berlin	6C/43F	Paris	12C/54F
Brussels	7C/45F	Rome	16C/61F
Dublin	14C/57F	Stockholm	9C/48F
Lisbon	21C/70F	Vienna	2C/36F
Luxembourg	9C/48F	Zurich	8/46F

DIESEL PRICES

AA Out and About with AA Roadwatch

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.50	Luxembourg	0.40
Belgium	0.48	Netherlands	0.48
Eire	0.55	Norway	0.67
France	0.49	Portugal	0.43
Germany	0.48	Spain	0.43
Greece	0.40	Sweden	0.55
Italy	0.56	Switzerland	0.55

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	19.20 Sch/£	Italy	2,702 Lire/£
Belgium	56.30 BFr/£	Netherlands	3.045 Gld/£
Denmark	10.45 K/£	Norway	11.08 NKr/£
Eire	1.01 Punt/£	Portugal	272.40 Es/£
France	9.15 F/£	Spain	228 Pta/£
Germany	2.72 DM/£	Sweden	12.17 SKr/£
Greece	431 D/£	Switzerland	2.31 SFr/£

For all your tourism and travel ideas see *Coach Tours & Excursions*. 01733 467048 COACH

▼ Licensing

Falcon surrenders licence

FALCON Travel has surrendered its O-licence just before the continued hearing of disciplinary proceedings by West Midland deputy traffic commissioner Roger Seymour (*CBW*, 19 April).

The hearing had been earlier adjourned to give the company an opportunity of providing further financial information (*CBW*, 22 February). The company, of Unit 14, London Street Trading Estate, London Street, Smethwick, Warley, West Midlands, had been called before the deputy commissioner because of concern about its maintenance standards and its financial viability, together with complaints that it was still not operating its local services in accordance with their registered particulars.

Last August deputy commissioner Alan Bourlet banned the company from operating two of its seven registered local services, between Birmingham City Centre and Handsworth and the City Centre and Edenhurst Road, after evidence it had not operated them in accordance with their registered particulars (*CBW*, 24 August, 1996.)

He subsequently lifted the ban but ordered the company to repay 20 per cent of the fuel duty rebate grant it had received in the preceding three months, amounting to £4,428.03 (*CBW*, 5 October 5, 1996.)

In adjourning the earlier hearing, Mr Seymour, who was sitting with a financial assessor appointed by the Department of Transport, said there was currently insufficient financial information on which the assessor could come to any judgement about the company's viability.

▼ Maintenance

Redcars faces record review

THE maintenance record of Redcars is to be reviewed in 12 months after the firm's appearance at a Cambridge disciplinary inquiry.

Patrick and Janet Copas, trading as Redcars, of Unit 1, Gawcott Fields Farm, Gawcott Road, Buckingham, had been called before Eastern traffic commissioner Brigadier Compton Boyd following concern about their maintenance record.

▼ Maintenance

Examiner's is slated at

Southampton City Transport given warning

by Michael Jewell

EVIDENCE given by a DoT vehicle examiner during disciplinary proceedings involving Southampton City Transport Ltd has been criticised by Western deputy traffic commissioner John Robins.

In his written reasons for deciding to take no action other than to give the company, which trades as Citybus, of 226 Portswood Road, Southampton, Hampshire, a warning about its future conduct and to increase the authorisation on its O-licence from 152 to 158 vehicles, Mr Robins criticised the fact that prohibition notices in possession of the company were not endorsed as showing a significant maintenance failure when the copies in possession of the Vehicle Inspectorate did.

He said there must be a considerable question mark over evidence given by vehicle examiner Peter Edwards that the 'S' assessments had been made after the inspection of the records by a second vehicle examiner, a Mr Nettley, and before the white copies were sent to the company.

Having had the white and pink copies produced to him by the company, Mr Robins found that aspect of Mr Edwards' evidence could not be accepted or relied upon. He was satisfied the company was not aware that a number of the prohibitions issued by Mr Edwards had been marked 'S' and that the prohibition assessments were not counter-signed by the area manager or sent to the Licensing Review Board.

It was also clear the prohibition assessments were not received by the Traffic Area Office until they were sent to the

▼ Maintenance

Bennetts of Warrington's authorisation

A NUMBER of prohibitions have led to Bennetts of Warrington's O-licence authorisation being cut by one vehicle for two weeks.

Barry Bennett, trading as Bennetts of Warrington, of The Garage, Kerfoot Street, Warrington, Cheshire, had been called before North Western traffic commissioner Keith Waterworth because of concern over his maintenance record and a number of convictions.

Mr Bennett holds an O-licence for seven single deckers and one double decker. DoT vehicle examiner Eric Bober said he carried out a maintenance investigation in January. There was a mixed fleet with several vehicles approximately 20 years old.

He examined seven vehicles, issuing one immediate and four delayed prohibitions. Two other immediate prohibitions had been imposed on Mr Bennett's vehicles during spot checks.

Maintenance was carried out by Mr Bennett's fitter assisted by two part-time staff. The facilities consisted of a two-bay workshop with difficult access, the approach being rutted and muddy. It was not possible to get double deckers into the workshop. A number of vehicles were parked over the kerb in a narrow street because of a lack of space within the operating centre. The driver defect reporting system was insufficiently effective and the inspection records were not totally satisfactory.

Mr Bober said the operation had been satisfactory since January 1979. In March 1996 two vehicles were given prohibition notices by police vehicle examiners. However, a subsequent maintenance investigation in April 1996 proved satisfactory.

He visited Mr Bennett again a fortnight ago. He was told he was moving to new premises and arrangements had been made for brakes and lights to be tested periodically at the local test station.

He agreed with Richard Manning, for Mr Bennett, the core of the problem had been the premises, which were probably older than the vehicles themselves.

Mr Bober said the prohibitions had been mostly imposed for single items. Mr Bennett said he was currently operating nine vehicles and was seeking to replace one of the existing single deckers on the licence with a second double decker.

They had been seeking to sell their previous premises for 18 months. They had now been sold and they were taking a 125-year lease on new premises. Planning permission had been obtained to improve the new facilities.

One of the main problems had been the restriction on the access to the old premises. The vehicles had also got older and they were looking at obtaining newer ones.

The fitter had been sent on an MoT inspection course. The vehicles would be brake tested four times a year. The drivers' work tickets now had defect reports on the back and the drivers had been instructed to make nil returns when there were

evidence hearing

but O-licence is upped six vehicles

Southampton Transport: 'took all necessary steps to address problems'

court clerk - after the call-up letter had been sent. This followed a request made by the company's solicitor Barry Prior for copies to be made available.

Having considered all the evidence, Mr Robins did not think Mr Edwards' conclusions were justified. That is, that, having regard to the large number of prohibitions and defect notices issued during the 1996 fleet inspection, the company's preventative maintenance system had broken down because it had failed to act on the advice given following the 1995 fleet inspection.

During the hearing, Mr Edwards had stated that he and Mr Nettley had inspected 75 vehicles in June and July 1996, issuing eight immediate and 14 delayed prohibitions. In addition 48 defect notices had been issued.

Of the 22 prohibition notices, 10 were endorsed 'S', indicating a failure in the company's preventative maintenance system (*CBW*, 22 February). Mr Robins said he had been impressed by the company's evidence as to the advancement that had been made in maintenance since the appointment of Robert Lowe as engineering manager in 1995 and following his recommendations to the board of directors in November 1996, all of which had since been introduced and appeared to be working well.

He was satisfied Mr Lowe had the full support of the board, who had made substantial capital available to improve the fleet and to ensure that at all times sufficient money was available to maintain the fleet in good condition.

He was satisfied the defects found at the fleet inspection were not caused by a shortage of available finance.

He was further satisfied that the workshop premises and facilities were adequate for the size of the fleet; that the new shift system introduced had led to a significant improvement in maintenance standards; and that the maintenance systems introduced were working well.

Notwithstanding his concern over the prohibitions marked 'S', it was quite clear that many of the vehicles checked at the fleet inspection either attracted prohibitions or defect notices which were not challenged, said Mr Robins. He took the view, however, that, given the improved systems introduced, the company was aware of the problems that existed and had taken all necessary steps to address those problems.

However, to enable the traffic commissioner to be satisfied that the new maintenance systems were working satisfactorily, he recommended that a full inspection of the company's vehicles and records be undertaken not later than the end of March 1998.

is cut after prohibitions

no defects. The defect reports, along with any tacho charts, had to be handed in before a driver got his wages. That had not gone down very well but it was working.

He had employed a transport manager last year who was responsible for the maintenance records who turned out not to be wholly satisfactory. He had expected it would be done properly when he was paying somebody to do it, though he appreciated he was ultimately responsible.

Mr Bennett said convictions at Vale Royal Magistrates had arisen when a driver took out a vehicle that had been taken off the road because of a bald tyre and a loose seat nut.

He had not been there at the time and the driver had taken the vehicle after he had put the wing mirror of the vehicle he was driving through the window of another coach when trying to manoeuvre out of a narrow area. The driver had left after he had refused to pay his fine.

Following a complaint from a member of the public about excess smoke, he had sent the vehicle into the test station for a smoke check and it had passed, said Mr Bennett.

They had not previously had a smoke problem but for the future he undertook to have intermittent smoke checks carried out on his vehicles.

Mr Manning said Mr Bennett had taken the necessary action to deal with the situation that had arisen through his former transport manager.

Suspending the vehicle, Mr Waterworth said the licensing system was designed to ensure vehicles were operated roadworthy and within the law. Because of the number of prohibitions imposed, he thought a disciplinary penalty was appropriate.

However, it was at the lower end of the scale and he was imposing a fairly nominal penalty.

▼ **Drivers' Hours**

Firm pleads not guilty

THE hearing of a number of charges alleging tachograph offences by Cannon Travel Ltd was adjourned for a month after the company denied all but one of the charges before Liverpool stipendiary magistrate Stephen Ward.

The company, which trades as SMC Travel, of Unit 14A, Blackburn Street, Garston Industrial Estate, Garston, Liverpool, pleaded not guilty through its transport manager William Lumley to:

- **Two offences of using a vehicle when the tachograph was not used in accordance with the regulations in that the driver had failed to use a record sheet**
- **A similar charge relating to a driver failing to enter the starting place on the centre field of his tachograph chart**
- **One offence of failing to produce tachograph charts**
- **One offence of using a vehicle when the tachograph had not had its two-yearly calibration check.**

Mr Lumley pleaded guilty on behalf of the company to one offence of failing to secure the return of tachograph charts from a driver within 21 days.

At an earlier hearing the driver concerned in the offences, Cyril Cowley, of 32 Windfield Road, Garston, Liverpool, pleaded guilty to four tacho offences and was fined a total of £150 and ordered to pay £100 costs.

Questions & Answers

Q What can be done about the coach hire rates offered by tour operators? I enclose an offer from one that is typical of many received. They seek white coaches on which their vinyls are to be affixed, not more than five years old, with high floors, reclining seats having armrests and fitted with retractable seatbelts, PA, and mobile phone and a step box 'if the coach does not kneel'. For this they are prepared to pay £180-£195 for UK touring work and £210-230 per day on the Continent.

AT, Herts

A If you do not like the rates, don't do the work. If you consider rates on offer to be so low that they are prejudicial to safe, reliable and responsible operation, write a response along those lines. For the fact is that tour operators will have costed their programme long before they begin to contract with coach operators and will have based their cost on what they expect to pay.

Indeed, what they will pay. For no matter how low it is there is always someone mug enough to be tempted. Telling tour operators what the real going rate is for a quality-based service may not have any dramatic effect, but if enough do it this could put upwards pressure on tour operator rates for later years.

While I can see that the rates offered would be unattractive to you (and to me), I would, nevertheless, offer a word of caution before they are condemned out of hand. I do not think that it is reasonable to compare the charge for a one-off private hire with something offered for a nine-month contract (as is the case with the letter you sent to me).

In round figures, working for this tour operator through from April until November could net £60,000 per coach - without any significant costs for administration and no advertising or promotional activities, no peaks and troughs in demand during 'the season' and (probably) reasonable quality work that is not prone to vandalistic damage, etc. It may not be a rate that glitters, but I am certain that there are many operators who are not taking £60,000 per coach per year - yet having greater overhead costs.

I should make it clear that I am not suggesting that this is a rate that will show profits, but simply making the point that, while accurate knowledge of costs is essential to making decisions on price, do not forget that the type and volume of work done will, itself, influence costs.

Q What is the position regarding seatbelts in relation to children under three going to and from nursery school on coaches and minibuses?

HA, North Yorks

A The recent seatbelt legislation only requires a belted seat to be available on an organised trip (including journeys to and from school premises) for each child carried who is aged three years or more but under the age of 16 (S.I. 1996 No 163). Consequently, children under three are 'non-persons' where these regulations apply, whether they occupy a seat or are carried on the lap of an adult.

In passing it is interesting to note that S.I. 1996 No 167 (four up from the seatbelt regulations and made the same day) clarifies the carrying capacity regulations with the statement that: "A child under five years of age who is not occupying a seat does not count as a passenger."

Taken together this appears to mean that a child of three or four carried on a parent's lap does not count as a passenger, but there must be a belted seat available for use by the 'non-passenger' child when the use is such that the seatbelt regulations apply. The new seatbelt rules do not apply to buses in any circumstances, or to coaches when being used to provide a local bus service where more than 50 per cent of seats are available for use by the general public. Other than that the regulations only apply to all coaches and mini-buses above 2540 kg. As noted in answer to a question on 12 April 1997, minibuses below that weight are subject to the car seatbelt law. In small minibuses below 2540 kg children under three should not be carried in front seats at all, and in other seats the driver is responsible to see that seat restraints are actually used by all children under 16. For the sake of completeness I would add that adults have to use seatbelts in this particular class of vehicle, but the driver does not have responsibility to enforce use by adults.

Questions on coach and bus operation should be sent to: Marksman, c/o *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154 Marksman will answer more questions on 10 May

Q How can you discover the date of Easter in advance of diaries giving this information being published? We need to know to plan tour programmes, etc.

LI, Hants

A Consult the *Prayer Book* - to be found in churches, or *Whitaker's Almanack* - in the reference section of your local library. Both give the dates well in to the next century. To be going on with, Easter Sunday for the next few years falls thus: 1998 - 12 April, 1999 - 4 April, 2000 - 23 April and 2001 - 15 April.

Q On a journey to a Continental destination our running time in the UK is about two hours. The coach is then on the ferry for about 90 minutes and then has a journey of about five hours to its destination. Can we count time on the ferry as breaks towards the last part of this journey, or do we have to have a 45-minute break in a journey which, although it is more than 4½ hours, is only just about five hours?

CT, Bedfordshire

A Some time ago there was a view of the interpretation of the break after continuous driving that would have made what you suggest possible. This virtual loophole was ended by a ruling of the European Court of Justice (ECJ) some two years ago.

The effect of the ECJ decision is simple to grasp and apply: Once a break of 45 minutes has been taken (either en bloc or in aggregate as allowed by the regulations) the clock starts afresh on a new 4½ hour maximum driving period. In the circumstance you outline, although the first driving stint is only two hours, the 90- minute break on the ferry re-sets the clock for continuous driving. Consequently you will need to schedule a 45-minute break in the five-hour journey (or up to three periods of at least 15 minutes).

It can of course, be completed at any point on the journey on the Continent provided there is less than 4½ hours driving to do once the 45-minute break has been taken. The same will, of course, also apply to the return journey. CBW

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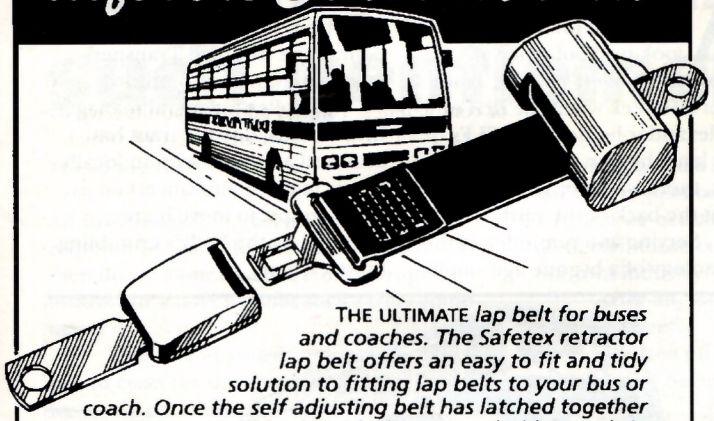

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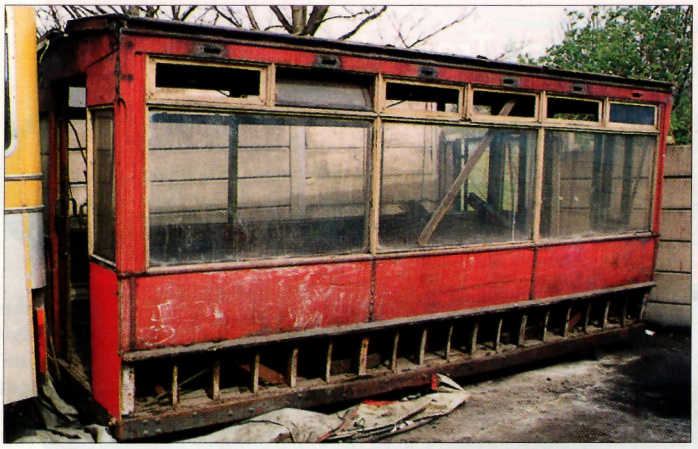

Woollen tram attracts both attention and woodworm

Tram reaches the end of the line...

ALTHOUGH the latest generation of lowfloor buses took pride of place at Yorkshire Woollen's Saville Town depot last week when the first of 30 Alexander-bodied Dart SLFs were launched on to the local network, there was another star lurking at the back of the yard.

Serving as a reminder of the technology of a bygone age - and the Cowie subsidiary's roots - is a 1903 tram which had been resident at the troubled Transperience museum near Bradford.

Woollen's general manager, Brian Fields, says the tram has attracted a lot of attention locally but its fate remains uncertain as any attempts to move it are thwarted by the body's crumbling timber frame.

Meet some old survivors

NEOBUS, perhaps better known by its former name of Autokaroserija, built the first Yugoslav bodies to go on Volvo B58 chassis in 1969.

These were for service in the capital of the Vojvidina region of the country, a relationship which was strengthened over the intervening years to give the local transport fleet a Volvo content of over 55 per cent of the total of 250 buses.

Most recent additions to the GSP Novi Sad operation include a batch of B10M articulated buses, while 17 of the 1969/70 B58s are still in service — some having been rebodied twice, although one is preserved along with a 1911 tram and a 1962 Leyland PD2 with an ex-London Transport body.

CBW

Balkan trio: Leyland PD2, Volvo B58 and a 1911 tram

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LETTER OF THE WEEK

Why are we always such gentlemen?

From Peter Gent

All British coaches, carrying children, are required by law to have seatbelts fitted. Why then do we allow coaches from Europe to invade our island without such safety equipment?

They are obviously more likely to give rise to costs for the emergency services which we would naturally provide in the event of an accident. Additionally they have an unfair competitive advantage over British coach operators who have to pay for seatbelts.

Whenever a British motorist takes his car to Europe he is required to carry a warning triangle and a set of spare bulbs which are national regulations in France and Germany. Why can we occasionally not be such gentlemen, turn these coaches round and support our own industry?

After all, look at what they do to our lamb and beef.

(Written on behalf of British coach operators by Securon).

Peter Gent
Quality assurance director
Securon
Amersham
Bucks

Not worth arguing

From Peter Rogers

The editorial leader (*CBW*, 5 April) might be misconstrued as suggesting coaches are banned from visiting York in August, and urges this region of CPT to not let the issue drop.

I should firstly make it clear that there is no general ban on coaches visiting York, in August or at any other time, but only to coaches taking passengers to certain race meetings at the York racecourse - one of which takes place each August.

For many years the police have prevented coaches taking passengers to certain race meetings to also take part of the group on into York city, or to convey racegoers to the city after racing has finished.

Members in this region agree with views expressed: that this action by the police, apparently aimed at avoiding public order offences, is out of all proportion to any potential for disorder, is discriminatory and possibly *ultra vires*. A member of this region did challenge the legality of the police actions some two years ago.

Having said that, the members of Yorkshire region consider that this restriction, although theoretically odious, does not cause operators any significant problems in practice.

This region, therefore, has no intention of challenging the police on what is almost a hypothetical issue. Instead we concentrate on seeking resolution of matters having real impact. By way of example, in recent times we have sought better facilities for coaches in places as diverse as Scarborough, Bridlington and Sheffield.

We met regularly with the Traffic Area Officers and the Vehicle Inspectorate to have harmony of understanding about enforcement issues, and we undertake various activities to enhance operator skills and the image of the industry in the minds of the public.

Yorkshire region members are far more interested in using the facilities of CPT to secure worthwhile benefits than in arguing about abstract matters.

Peter Rogers
Secretary - CPT Yorkshire Region
Retford
Notts

Was this April fool?

From Geoffrey Nettleton

Re the story on the Swiss Saurer Coach (*CBW*, 22 February). Shouldn't that story have been in the 1 April issue?

If not, two further questions... Did you check your story thoroughly and/or, if the answer to this is yes, did you realise it could never form a legal advert?

Having faxed.. then phoned for details, speaking to Tony Semadii, himself, they came in due time to show an outside shot of the vehicle, an inside shot, a layout of 24 seats and 57 standees in the Continental manner, and a list of technical details plus what appears to be an insurance/licence type document.

As my wife and I were travelling to Switzerland on holiday I asked to look at the vehicle and to talk with Tony during this visit. It was on the prom in Montreux doing duty as that town's information office. A conversation with the duty information officer revealed it had been driven from Zurich/Vitznau to Montreux under its own power (max speed 55 km/h) some months ago and would be there for some time... it is a shell, set out as an office/information counter. The cab was full of sun umbrellas but, even though 40 years old, the vehicle looked to be semi automatic but, there again, the column had more levers than a B10M, with full retarder and all the gubbins, so it may, of course, be some form of 'hand' column change.

A talk with Tony's wife ascertained the seats disappeared 39 years ago and I should speak with another Tony (Zimmerman) in Vitznau who is the vehicle's driver/mechanic about all matters relating to its workings. Her Tony was only the secretary of the group/consortium owning it and wishing to sell.

A strange conflict with your 'orphan-Annie, knockdown price' seems to have everyone from Eurolines through Shearings to Wallace Arnold and their Continental/Scandinavian equivalents bidding for it. I would not stand a chance (even if I wanted it now ... which I do not) unless I put my 2,000 Swiss Francs down within hours/days.

Though it might have been interesting to bring it to the UK to use in connection with my hobby either in its current form or by putting seats back in (ancient/modern) I do not think anything can be done with it unless mega bucks are spent on it.

Geoff Nettleton
Otley
West Yorkshire

Write to: The Editor
Coach and Bus Week
EMAP Automotive Ltd
Wentworth House
Wentworth Street
Peterborough PE1 1DS
fax: 01733 467154
e-mail: FrankF@automotive.emap.co.uk

Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie, first name and surname), address and telephone number

CORGI CLASSICS

Letter of the week wins a Corgi Classics model bus

A stitch in time can save you money: good maintenance is not only common sense - it's essential for safety

Heart of the matter

Operators are nearing the busiest period of the year, bringing an increase in vehicle usage and a higher risk of mechanical problems. Mike Morgan examines ways of making sure you're prepared

IT doesn't matter if your vehicles are fitted with Euro I or Euro II engines and you can put thoughts of alternative fuels out of your mind. Those coaches and buses in your depot use today's technology and must meet today's regulations. If they smoke or leak you will be in trouble. If they are thirsty or unreliable they will hit you hard in the expenses column of your profit and loss account.

Good maintenance is not only common sense - it is essential. Engines are such an important part of any vehicle that they can't be taken for granted - especially in modern PSVs where extended mileage is the norm and vehicles are not allowed to rest as they are driven to the limits of their endurance in the pursuit of maximum return from capital.

Consequently they are not only at the heart of the vehicle but they are at the heart of every coach and bus business. If an engine fails the whole business can grind to a halt.

To put expectations into perspective here are a few sobering statistics. There are 75,000 PSVs in Great Britain travelling 4.7 billion miles and carrying five billion passengers making 5,023 million journeys. It's a phenomenal business carrying heavy responsibilities every hour of every day. Yet operating costs have halved since 1985. At the same time the total UK fleet has increased by 11 per cent. Local bus mileage has risen by 23 per cent and non local bus/coach has increased by 19 per cent.

This all adds up to engines working harder over longer periods.

Meanwhile, standards required of operators have gone up. Tighter MoT standards put operators at risk of prohibitions through exhaust emissions. If you're lucky it will be a delayed prohibition taking effect 10 days after the issue of the notice or, in serious cases, for example where the smoke emitted effectively causes a fog, an immediate prohibition will be issued, putting the vehicle off the road instantly.

Furthermore, the lack of maintenance or a serious defect in the vehicle will automatically result in both a prosecution and a prohibition order. Maximum fines in the case of using a vehicle which exceeds the prescribed emission is £2,500 and for using a vehicle in contravention of a prohibition notice is £5,000.

Additionally, operators may find themselves before the traffic commissioner at a public inquiry with a real possibility of having their O-licence revoked or suspended. It pays, therefore, to comply with the law, otherwise it will be a costly business.

Meanwhile, emission standards required of new vehicles have been getting tighter with the adoption of each stage in the phased introduction of European rules - ie Euro I and Euro II. Over the next 10 years even tighter Euro III and Euro IV standards will come into force.

Needless to say the engine manufacturers are focused on the new rules and you can expect them to overcome the hurdles with the use of more sophisticated electronics giving a whole new set of rules to engine maintenance.

■ **It starts here. *CBW*'s 10-page guide to the latest products and services in engines and spares marketplace**

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DAF bits from AE

COMPLETE sets of components required for reconditioning DAF engines are available from AE Auto Parts of Bradford.

The company says all components are manufactured to original equipment specifications in the same factories that produce for the original manufacturers.

It supports the DAF engine parts applications guide with an easy-to-use matrix chart listing the parts for each DAF engine.

● THE mysteries of German engine and vehicle designations are unveiled in a set of pocket-size information cards from AE Auto Parts. The cards are available free of charge. The company supplies an extensive range of components.

Details from AE on 01274 723481.

Classic items for AECS

HYDRAJAWS now provides two classic items for coaches and buses from AEC - new front wheelnut guard rings and rear wheel discs. Manufactured to original specifications in high quality chrome-plated steel and spun aluminium respectively, these trims are available for all AECs built from the 1930s through to 1979.

The nut guard rings cost £27 each and the wheel discs - also suitable for Daimler and Guy buses - are priced at £45 including fittings. The company also supplies authentic AEC badge sets in high quality vinyl at £3.20.

Contact Hydrajaws on 0121 779 6856.

More from Multipart

MULTIPART Bus Parts has augmented its growing all-makes product range with the launch of Pagid brake friction products for coaches and buses, a total market estimated to be worth some £3.5 million a year in the UK.

The range includes: shock absorbers, radiators, fuel tanks, clutches, silencers, exhausts, road-springs, mirrors, silicon hoses and remanufactured engines.

Contact Multipart on 01257 265531 or fax on 01257 260350.

Room to expand: Coach Aid's Newcomen Road garage has four column lifts and pit

Coaches part of the service

REPLACEMENT coaches while vehicles are in for repair are part of the service offered by an ambitious three-year-old company in Middlesbrough.

Coach Aid was set up by Ian Peacock as a mobile maintenance service for operators in the Cleveland area. After two years he added a second van and fitter as the area expanded to include North Yorkshire and South Durham.

Partner Chris Sands was taken on in the Spring of 1996 and in October a garage facility opened in Newcomen Road, on one of Middlesbrough's large industrial estates. The staff was increased further to three fitters and two mobile fitters, and two painters.

The large modern unit has four column lifts and pit, and services offered include: safety inspections, servicing, bodywork, unit replacement, annual test preparation and presentation, collection and delivery.

A 49-seat DAF MB200/Van Hool and 19-seat Mercedes-Benz 609D are offered as replacement vehicles. Meanwhile, Ian Peacock told *CBW* that the business plans to develop further. York and the south of England are areas being looked at with a view to opening bases.

Contact 01642 460626 or mobile 0585 256123.

Extended life claims supported

EXTENDED engine life and lower oil consumption are claims supported by test over 80,000,000 road miles, says diesel oil treatment specialist STP.

Piston ring and liner wear is cut by an average of 25 per cent, putting an extra 100,000 miles on an engine typically lasting 400,000 miles before a rebuild. And oil consumption is cut by a third.

STP Diesel Injector Cleaner with Cetane Improver is also highly relevant to coach and bus operators, particularly because, as from Easter, up to six local authorities will be conducting their own self-financing roadside emissions checks with £40 fixed fines. So it is absolutely vital that operators keep their fuel systems - especially the injectors - as clean as possible.

Contact STP on 01488 684545.

Automatic split charge saves engine battery charge

Battery saver

STARTING problems could be reduced by a simple automatic split charge system, according to Antares of Gerrards Cross, which has updated its £95 electronically-controlled device designed to prevent battery discharge by auxiliary equipment.

The module is fitted between the engine start battery and the auxiliary battery. Replacing diode based installations, it overcomes poor charging without having to resort to expensive alternator voltage boosters. Suitable where equipment is used when the engine is not running or when loads frequently exceed the alternator's capacity.

More details from Antares on 01753 890888.

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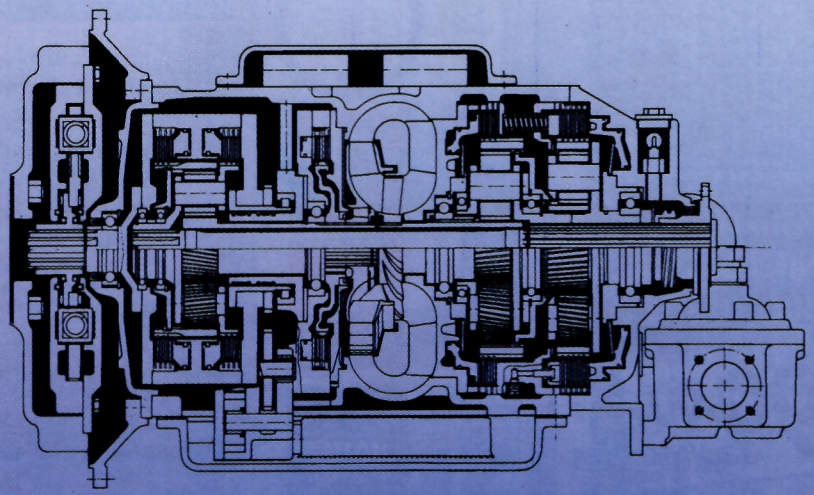

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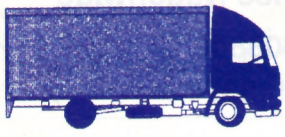

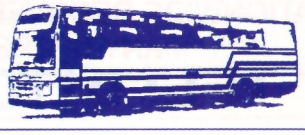

Federation of Engine Re-Manufacturers

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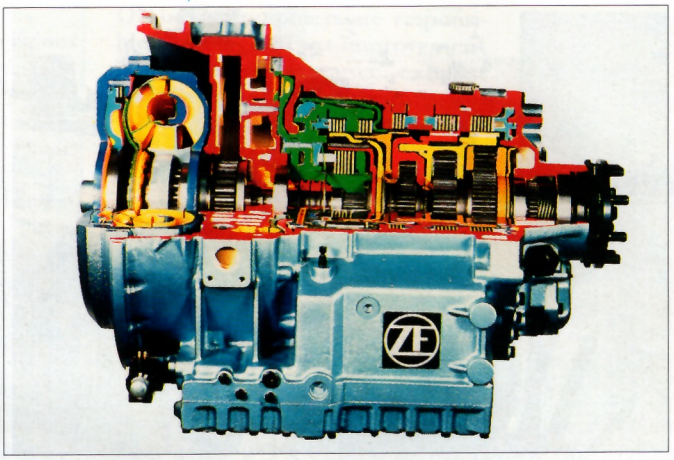
Backup for DIWA sales

VOITH Turbo has ensured from an early stage of its operations in the UK that its sales of new DIWA units are complemented by an after-sales scheme at its Croydon base.

Four standard type service kits have been put together by the company, ranging from packages for a standard oil change to full-size repair and overhaul equipment. These kits are available on a general call-off basis for the 12,000 DIWA transmissions which have been sold in Britain.

Contact Voith Engineering on 0181 667 0333.

Single-pricing policy



Remanufactured Ecomats now all at lower prices

ZF Great Britain now has a single pricing policy for service exchange Ecomat automatic transmissions for coach and bus applications.

Previously, remanufactured Ecomats were offered on a tiered pricing structure depending on the version of the transmission and the type of application.

Now all transmissions will be available at the lower priced, city bus levels and the 1996 city bus prices have been held. All units have replacement load sensor, free delivery, no surcharge on angle drives and two years/200,000km warranty.

More details from ZF on 0115 986 9211.

Engine Briefs+++Engine Briefs+++Engine Briefs+++Eng

■ ALENTEC Orion is offering customers a one for one new-for-old deal on oil pumps. For a limited period, service exchange pumps are available at £110 if customers trade in old 1:1 or 3:1 oil pumps. An additional £10 is deducted and free carriage offered if the trade-in is an Orion pump.

Details on 0116 243 3343 or fax on 0116 243 2306.

■ SINCE being acquired by Partco in 1994, Woodhead RSR has expanded its range of PSV products Woodhead says it can provide a one-stop shop for the operator, adding the range offered by eight other suppliers in the group.

Contact Woodhead on 0121 717 0071.

■ STUTTGART-based Mahle Filter has followed its recent launch in the UK aftermarket with what it claims is the first main annual product catalogue. It supplies traditional air, oil and fuel filters and among new products listed are the environmentally compatible Eco oil filter series .

Contact Mahle on 0121 556 9119 or fax on 0121 502 2625.

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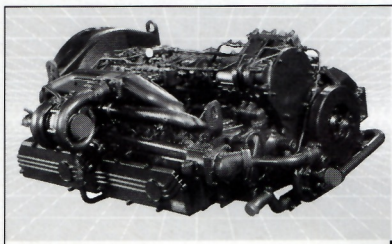

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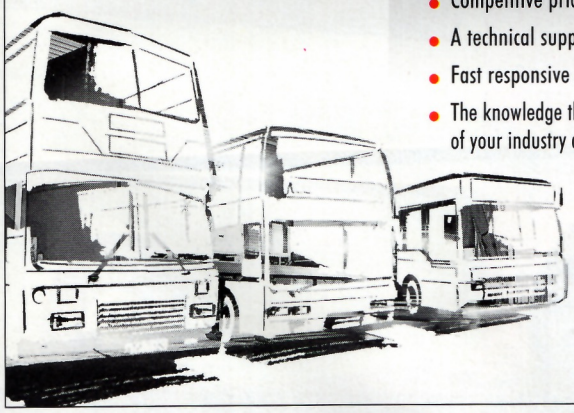

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Pilling Lane, Chorley, Lancashire PR7 3EL
Tel: 01257 225577. Fax: 01257 225575.

Green reman policy a hit

GARDNER has offered remanufactured engines for many years. However, its policy of offering 'green' remanufactured engines has caught the attention of bus companies.

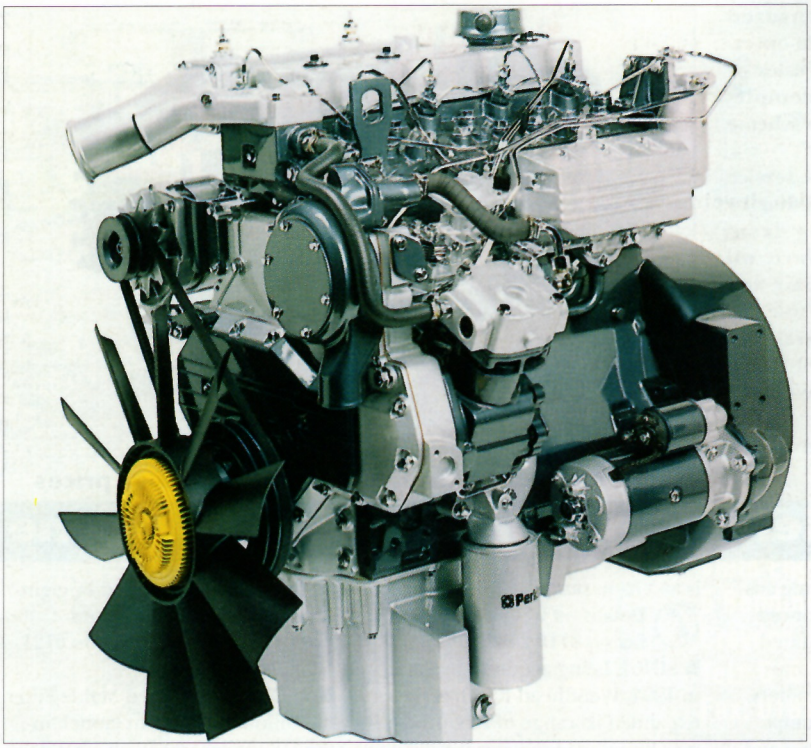
It is five years since Gardner sold its first green remanufactured engine and over 85 per cent of all remans supplied are the green version.

Completing the green aspect of diesel engines is the opportunity for those operators with their own engine rebuilding facilities, and who want to rebuild Gardner engines, to re-build a green specification.

Its green top overhaul kit comprises a cylinder block, two cylinder heads, six pistons, a set of filters, a gasket set and injectors and a cambox governor assembly, all built to green standards.

Contact Gardner on 0161 789 2201 or fax on 0161 787 7549.

Four-litre unit joins Phasers



Perkins' 135Ti four-litre engine develops 135.5 bhp at 2,500 rpm

VARITYPERKINS - a division of LucasVarity - has added a four-litre engine to its Phaser family.

The 135Ti develops 135.5 bhp at 2,500 rpm.

Air-to-air intercooled, it is fitted with a wastegated turbocharger. Perkins says it is quieter than its predecessor and meets Euro II emission levels without compromising fuel economy, adding further weight or complications.

At the heart of this latest engine is Perkins' Fastram combustion system which takes air preconditioned by swirl induced within the cylinder head.

The pre-mix burn period is shortened.

Contact Perkins on 01733 582197 or fax on 01733 582500.

TEN-PAGE SPECIAL

New emission regs: Cummins' response

CUMMINS' response to the stricter emissions regulations includes revised fuel systems and turbochargers with Bosch in-line fuel pumps on its six-litre B-series, including Holset waste-gate turbo chargers on the top-of-the-range 215 and 235 PS ratings.

The company has also developed a series of optional hardware packages to lower the noise level of its engines to ensure vehicle compliance with the more stringent driveby noise legislation introduced at the same time as Euro II exhaust emissions limits.

The latest, Euro II compliant C-series engines offer higher torque levels than their Euro I equivalents to give greater performance flexibility for improved journey times and less gearshifting.

Cummins new six-cylinder in-line M-series Euro II diesel family builds on the reputation of its L-series. Its longer stroke raises the swept volume to 10.8 litres, though the entire engine is no taller and only 34 kg heavier. Performance is claimed to be on a par with the 14-litre N-series. First PSV application is the Dennis Trident three-axle low-floor double-deck chassis for export markets.

Further details from Cummins on 0181 949 6171.

Help in age of microchip

ON-board computers are responsible for a significant improvement in engine performance, exhaust emissions and braking controls.

Consequently today's workshop technician must be prepared to devote considerable time to learn and understand how these systems operate and how best to approach fault diagnoses. And, for some, it's not easy.

However, help is on hand from long-established Swedish company, Autodiagnos, which has a range of equipment for testing on board systems.

These include the Multi-tester-plus - a handheld portable diagnostic computer which is connected between the ECN (on-board computer) and the vehicle multi-plug.

Malfunctions are recognised instantly and those infuriating intermittent faults detected in the workshop or during a road test.

Contact Autodiagnos at 1 Percival Road Rugby CV22 5JS or fax on 01788 543482.

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TEN-PAGE SPECIAL

New Lipe metric clutch

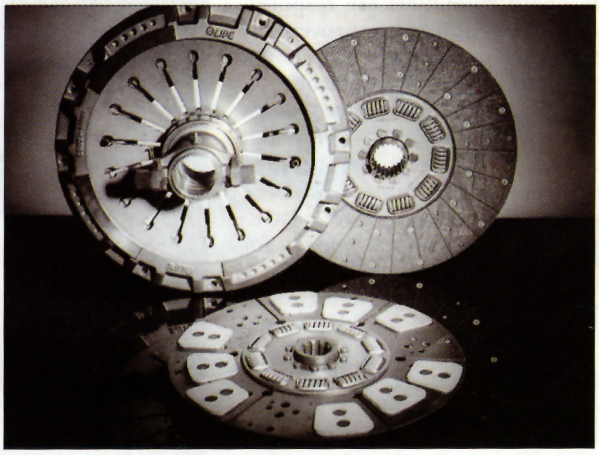
LIPE of Lancashire has launched its new 430mm diaphragm spring clutch for UK, Scandinavian and European -designed vehicles.

The new metric clutch extends Lipe's coverage of the market.

It has a cast cover which is more rigid under load than pressed.

Under most applications a unique release mechanism ensures the quick and easy release of the bearing during replacement.

Contact Lipe on 01706 228321 or fax on 01706 229585.



The new Lipe 430mm diaphragm spring clutch

Reman specialist growth continues

ACTIONFORM Ltd, the Wolverhampton-based PSV Engine Remanufacturing specialist, continues to grow, says md Peter Tonks.

While the company still specialised in the Leyland range of engines, reconditioning work has been carried out on Gardner, Volvo and DAF units.

"Reliability of the unit, once installed, is of paramount importance to reduce vehicle downtime and maximise operating profits," Mr Tonks said.

The company has perfected a smoke control unit for the Leyland National 510 engine, which reduces smoke readings to below one on emission test.

The benefits are: drastic reduction in engine emissions, fuel consumption improved, elimination of the noxious cloud of black smoke, vehicle performance improved, quick and easy fitting, improved combustion efficiency, improved engine durability, reduced operating costs and the unit cost is under half the price of a particulate trap.

More details from Actionform on 01902 714242.

Packaging protection

CLUTCHES in transit from Valeo Distribution are protected with an special packaging with reduces the risk of damage prior to fitting. They are in a rigid, double-wall carton and shrink wrapped.

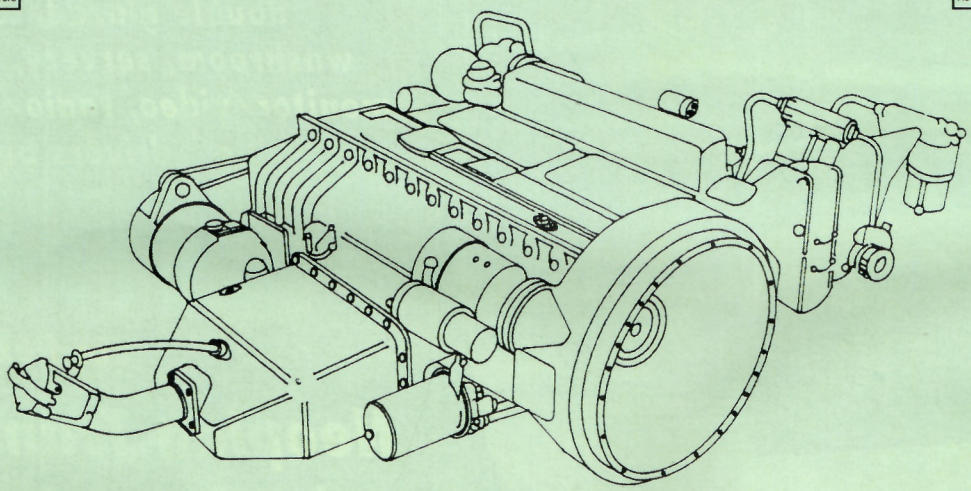
It is the first in a round of packaging improvements that include foam inserts to protect radiators distributed by the Redditch-based company, which is making a determined effort to cut down the number of returns and has improved attention to individual claims.

More details from Valeo on 01527 516955.

Federation of Engine Re-Manufacturers

ActionForm Ltd

Federation of Engine Re-Manufacturers



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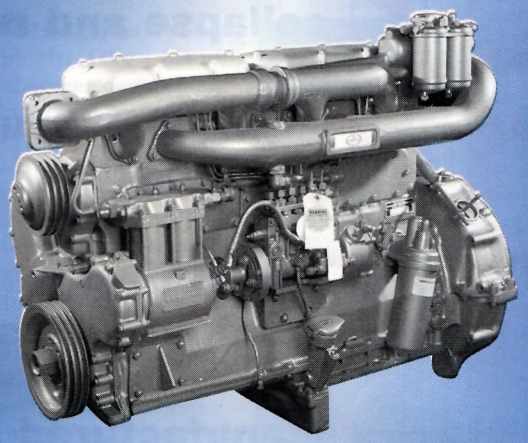

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HUGHES DAF

Alfa takes five

Ikarus Blue Danubes are a first step for UK tour operation

by Mark Williams

NEWCOMERS to coach operation, Alfa of Leyland, have taken five of these Ikarus Blue Danube coaches with DAF SB3000 chassis.

The UK tour operation - which runs an incredible 1,000 departures a year with £6 million turnover - has previously hired all of its coaching needs from operators, but has decided the time has come to run a few vehicles of its own.

"There are five of us here with CPCs, and I had 26 years with Shearings, so there's no lack of knowledge," said tour manager Neil McMurdy. "We decided the Ikarus represented good value for money. It's solidly built, and the style has come on in leaps and bounds since the early days."

It has opted for 'straight' 53-seat automatics with no frills of any kind. It was particularly impressed with the improved access, with a wider door and lower step heights than previous Ikarus coaches. Alfa is a sister company of Leisureplex - which owns 11 hotels. Like a list of coaching's favourite destinations, they are in Weston-super-Mare, Ilfracombe, Newquay, Falmouth, Torquay, Isle of Wight, Eastbourne, Llandudno, Great Yarmouth, Cromer and Dunoon.

"They're all at seaside resorts, and form the nucleus of our tour programme. Most of our customers are elderly and so the specification is tuned to our market," said Mr McMurdy. We have bought them to fill a need... we'll be hiring as many coaches during 1997 as we did last year. We've had a period of growth."

Right: Alfa's Paul Sawbridge (right) receives the vehicles from Hughes DAF md Bob McLeod.

MOSELEY PCV

Natural choice

BOVA was the natural choice for the first new coach for Barnsley-based Gee-Vee Travel - run by husband and wife team Gordon and Val Clark.

"We like Bovas," said Mrs Clark. "They've been reliable and comfortable, though so far we've only bought secondhand."

The new Bova Futura FHD is destined for long hauls down to the Costa Brava, on Gee-Vee's own tours. That's why air-conditioning was felt to be a 'must.'

The mixed fleet at Gee-Vee - which also runs some private hire and contracts - comprises seven front-line Bovas, two DAFs, and smaller vehicles for its local work.

PLAXTON

Lowfloor service

RDC funding allows four Pointer/Dart SLFs on Truronian cross-country route

by Mark Williams

RURAL Development Commission funding has been used to support a 50-mile, experimental lowfloor service.

Four Pointers with Dennis Dart SLF chassis are being used by Truronian on its cross-county service, running from Perranporth on the north coast to The Lizard on the south coast... the southernmost point of the British mainland.

"We have been running four conventional Pointers on the service for 12 months, and have had a very positive reaction from our customers," said director Geoff Rumbles. "The availability of the lowfloor version made the introduction of accessible buses the next, logical step."

Heavily sign-written to encourage buggies, pushchairs and wheelchairs aboard, the buses have kneeling, ramps and the equivalent of a ferry lift for some of Cornwall's more bumpy road sections. They feature a rear-facing seat opposite the buggy 'park' for family use, and a seatbelted baby seat.

"We are aiming to make travel as easy as possible for as broad a range of potential customers as we can," said Mr Rumbles. "We will be evaluating customer reaction to the baby seat over the coming months."

Further monitoring will be done by Cornwall County Council, working on behalf of the Department of Transport to make sense of the changes which result from the introduction of lowfloor on rural areas. Specifically, the DOT will be identifying the ups and downs of applying the Disability Discrimination Act to rural buses.

Truronian was taken over by its directors in 1987, when it ran seven vehicles. It now runs 40, many on tendered services, and a taxi operation.

YEATES/KIRKBY

Dunn-Line ups fleet by

NOTTINGHAM operator Dunn-Line has added 10 coaches and buses to the fleet this year, including three Jonckheere Mistrals in two specifications, and two Dennis Javelins on trial. Two of the Jonckheeres are Volvo B10M SEs with 51 recliners and rear toilet for Dunn-Line's extensive UK and Continental tour programme. A third has the Volvo B10M chassis with air conditioning and 39, tabled seats for a new Rolls-Royce contract secured by the Basford-based company.

The Plaxton Premieres also have varied specification. One, for David Urquhart Travel, is on Javelin 245 with the 320 body. It has air conditioning, and will be dedicated to British and continental touring.

Another, in Dunn-Line livery, is a Premiere 350, and has the Javelin GX 290 chassis. Again, it's air conditioned and equipped for UK touring.

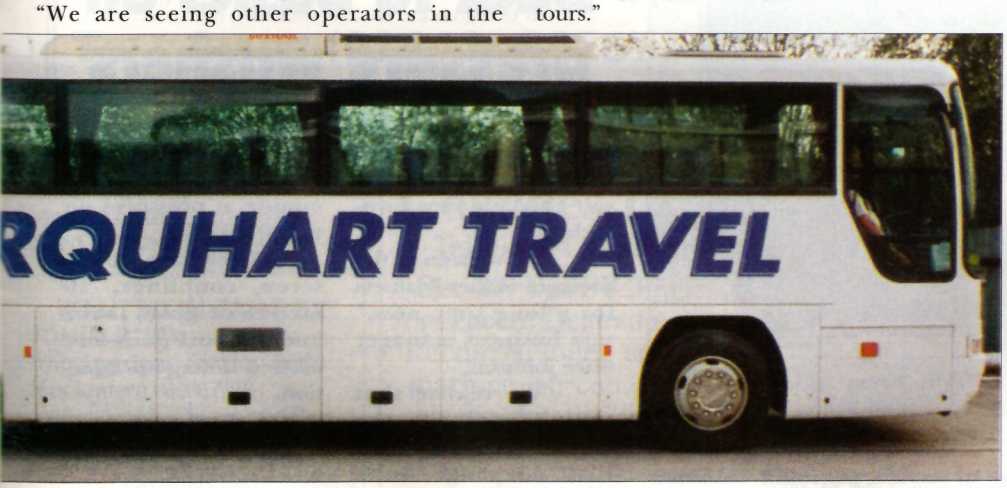
Like the others, it represents more

experiment

10 coaches and buses

growth for Dunn-Line.

"We're still growing," said md Bob Dunn. "We are seeing other operators in the Nottingham area disappear and, by building on our quality, will secure more contracts and tours."



Deals In Brief

Otter's latest catch

RURAL operator Otter Coaches based in Ottery St Mary, Devon, has collected its latest fleet addition from Salvador Caetano UK... this Algarve II on Javelin 245. The 53 seater is in standard level of trim, destined for Otter Coaches' wide range of local work, including excursions and private hire.

Simple but effective

CAETANO supplied Aron Coach Lines of Middlesex with this Algarve II... which sports one of the simplest liveries around! The Northolt, Uxbridge operator specified Javelin GX chassis and 51 seats, together with the usual range of executive details.

Tried and tested

ALSO supplied by Caetano, this Caetano Porto on Javelin 245 is the actual vehicle tested by *CBW* when we assessed the Porto (*CBW*, 15 March). The 57-seat vehicle has tinted side windows plus executive specification. It joins a recently-purchased Algarve II at Kettering, where Martins Coaches is based.

Raju Khagram: dream

'We have a dream'

Data transfer system could mean 'live' national transport timetable says Mark Williams

Jeremy Cole: expert

A WATFORD entrepreneur claims to have found a data transfer system which will help realise his dream of a 'live' national transport timetable.

Telemag sales director Raju Khagram has spent two years developing a telecommunications link for a centralised database which will allow registration changes and even fare changes to go from operator to any customer in the UK within 10 minutes, solving many headaches posed by other data transfer systems.

The system - currently licensed for test purposes only - uses the ITV network of television frequencies, covering the entire UK. Like some financial services for the City, it uses a tiny fraction of the band width to transfer information, boosted by existing transmitters.

According to Mr Khagram and his programming expert, Jeremy Cole - who has professional experience of the Internet - 'hard-wire' telephone transmission of data has the disadvantage that the operator has to halt other tasks to update the timetable with new information, while the Internet suffers 'log-jams' at busy periods of the day which would virtually halt a central system while data downloads. The TV signal is continually broadcast, and the central computer can be configured so that incoming data is transferred without interrupting other work. The system could be used not only to transfer new registrations and fares, but to give live traffic and cancellation information, or to update seat reservation systems on express coach services.

The software used in a demonstration for *CBW* was off-the-shelf, Microsoft product, and the data could be transferred into any current database application: "We're not trying to re-invent the wheel," said Mr Khagram. "Quite a number of companies are writing programs for a national timetable, and this could work with any of those programs."

Software which can search for routes for any specified journey already exist, in which the passenger or agent simply enters the journey's starting point, destination and time of arrival and the program picks the fastest, simplest or even the cheapest services.

Mr Khagram is now looking for partners to launch the system, and says that express coach operations may make the ideal starting block. He can be contacted on 0181 420 1943.

System allows air-conditioning retrofit... on a bus

MAC~Hispacold has developed a bus air-ducting and heating system which can be upgraded to air conditioning as retro-fit.

The system uses many parts from the Hayes-based company's air-conditioning, installed already in 35 FirstBus citybuses which were trialled in Aberdeen and Leicester. Though FirstBus has put the experiment on hold, it hasn't ruled out installing air conditioning in the future.

"We genuinely believe that Climate Control, combining heating and air conditioning, will become an essential feature of urban buses in future if we are to persuade motorists on to public transport," said MAC~Hispacold director John Goddard.

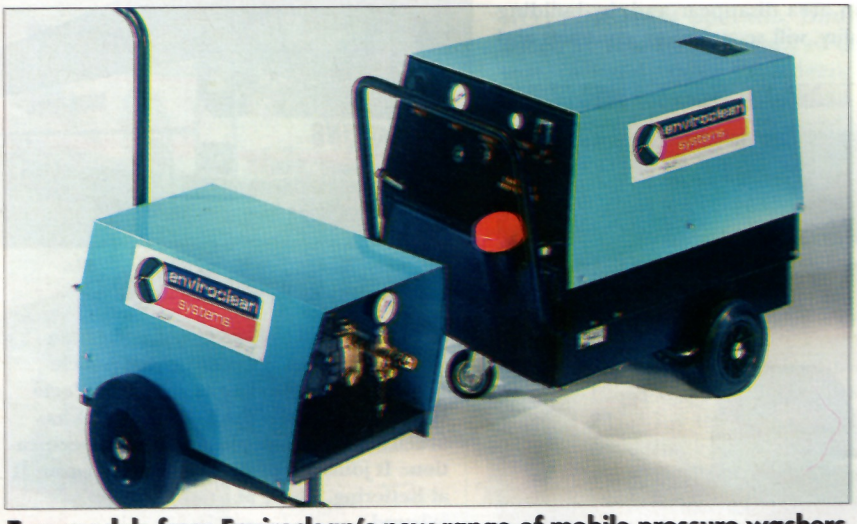
"We also recognise that it will take time for operators to commit themselves to offering such a quantum leap in passenger comfort."

MAC~Hispacold's overhead, fan-draughted layout can be used in conjunction with existing convectors.

It uses sensors to automatically adjust fan and the self-contained heating, and directs blown air on to the windows and into the aisle.

The fully-installed heater system with 29kW fuel-fired water heater is £4,700, with a £3,000 price tag on the system without heating. Air-con can be installed at any stage in the bus's life.

For details, contact MAC~Hispacold on 01453 828781.



Two models from Enviroclean's new range of mobile pressure washers

Back to basics on pressure washers

PRESSURE washers have become intricate, electronic gadgets...unless you choose a new Enviroclean.

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51 seats, toilet, coffee machine, TV/Video
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TEL: 01724 843355
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1980 B58 SUPREME IV
53 seats, full MoT
£7,000 + VAT
1981 B58 DOMINANT II
57 seats, MoT Dec 97
£8,000 + VAT
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53 seats, full MoT
£9,000 + VAT
All the above vehicles have power doors, seatbelts, radio's etc and are in good all round condition
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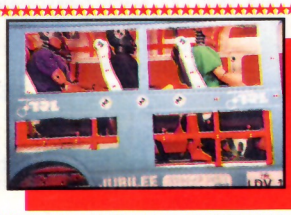

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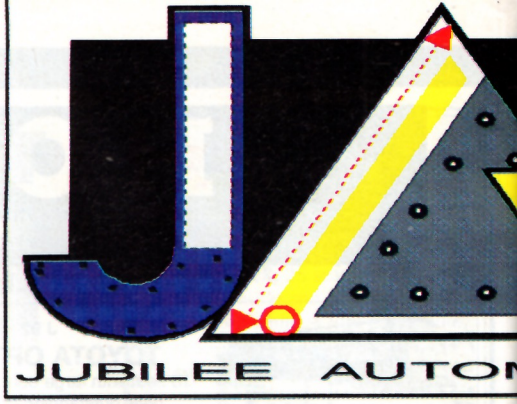

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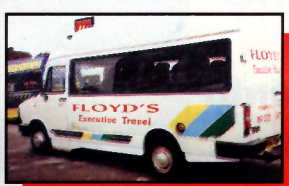

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1987 BEDFORD 330 TURBO, 29 seater Plaxton
1982 LEYLAND TIGER PLAXTON, 55 seater retrimmed
1980 VOLVO B58 VIEWMASTER, 53 seater
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1990 VOLVO B10M MARK III GL JONCKHEERE DEAUVILLE, 51 recliners, courier seat, rear sunken demountable toilet/continental door, d/glazed, radio/ PA, new test, repainted white **£79,500**

1988 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 reclining seats, pannier lockers, radio/PA **£52,500**

1988 F VOLVO B10M JONCKHEERE 599, 51 reclining seats, courier seat, rear sunken toilet/continental door, d/g, radio/PA **£62,500**

1988 E VOLVO B10M JONCKHEERE P599, 53 reclining seats, courier, d/glazed, radio/PA, repainted white, new test **£62,500**

1984 VOLVO B10M VAN HOOL ALIZEE, 49 retrimmed reclining seats + courier seat, centre sunken toilet/continental door near side, radio/PA **£38,000**

1984 VOLVO B10M PLAXTON PARAMOUNT 3500, 53 reclining seats, courier seat, d/glazed, radio/PA retrimmed, new stretch panels, repainted, new test **£37,500**

1983 VOLVO B10M VAN HOOL ALIZEE, 49 reclining seats, courier seat, centre sunken demountable toilet, radio/PA, immaculate **£35,000**

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1986 C FORD R1014 PLAXTON PARAMOUNT 3200, 35 reclining seats, POD, radio/PA, recon engine **£20,000**

1985 PP DAF MB200 PLAXTON PARAMOUNT 3500, 49 retrimmed reclining seats, courier, rear sunken toilet, continental door, boiler, radio/PA, provision for TV **£30,000**

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1987 VOLVO B10M MARK II, ZF Berkhof Espree, 49 retrimmed seats and courier, in attractive fawn/orange moquette, centre sunken toilet, plus drinks, continental door, radio, PA, wired for TV/video, painted to your choice.

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1982 DUPLE DOMINANT II. 51 seats, semi-auto, 12M, power door, Aug Test.

LEYLAND NATIONAL

1980 Mk II. 680 engine, "B" series spec, 49 seats. Oct Test.

BEDFORD

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1987 BEDFORD PJK PLAXTON PARAMOUNT 3200, 29 seater, new MoT, available now
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1985 VOLVO B10M PLAXTON PARAMOUNT 3500, 53 reclining seats and courier seat.
1984 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 reclining seats, courier seat, toilet, wired for video
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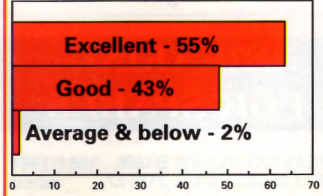

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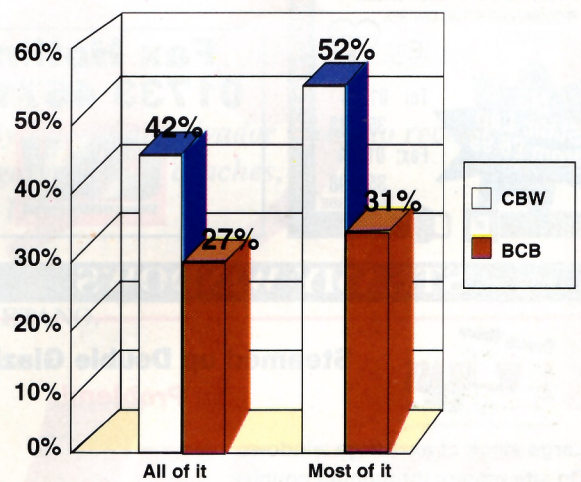

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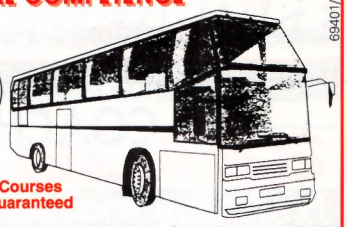
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2. Category of Service: 712 (except 71235), 75122, 87304)

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4. All drivers need to hold a full UK driving licence or equivalent. Some routes require a PCV or PSV licence or equivalent.

5. Division of Service: Tenders will only be accepted on an individual route by route basis, with the tender price given in £ sterling.

6. Envisaged number of tenderers: 1-19 per vehicle type.

7. Where applicable, non acceptence of varients: only in relation to driving licences.

8. Duration of Contract: 3 years starting on 3 September 1997. Orders for varying durations will be issued under the contracts as will some temporary orders.

9. Legal form of group service providers: N/A.

10. a) Accelerated procedure: N/A

b) Final date for tender requests: 2 June 1997

c) Address as above

d) Language: English

11. Final date for dispatch for the invitations to tender: 18 June 1997.

12. Deposits and Guarantees: N/A

13. Company information to accompany the application for tender documentation: A brief company profile, list of vehicles and number of vehicles per vehicle type including registration numbers and age of each vehicle.

On receipt of applications a questionnaire will be sent to all potential tenderers regarding their financial position; company information; equal opportunities and health and safety policies and technical information.

14. Contracts awarded on criteria of: price (economically most advantageous tender): all tender prices must include the cost of maintaining the vehicle on the road, providing the specified safety equipment, supply and cost of suitable qualified driver and relevant insurances. Tender prices must be in £ sterling per route.

15. Other information: When returning their questionnaire, all competing firms must also supply at their own cost two independent references; three years accounts; an acceptance to be bound by all the terms and conditions specified in the Authorities transport legal agreement and be willing to have their vehicles inspected, if necessary, by an independent expert in London at their own cost (e.g. cost for time, petrol and driver. LB Ealing will pay for the inspection costs).

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16. Date of dispatch of notice: 21 April 1997.

17. Date of receipt of notice: 21 April 1997.

Ealing

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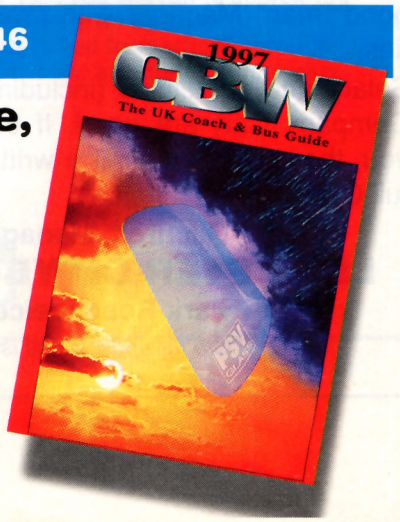

▼ Coach

Berkhof's new sales manager

Former DAF Bus chief joins rival

by Mark Williams

BERKHOF of The Netherlands has appointed **Rob van Gent** to its new post of sales manager for the UK and northern Europe.

Mr van Gent's role will be to monitor and drive sales activity in his area, which includes Germany, Scandinavia, Austria and parts of Eastern Europe. He was previously sales manager for Benelux countries for DAF Bus.

Rob van Gent: role is to drive sales activity

▼ Coach

Shamrock ops man

SHAMROCK Coaches has appointed Phillip John its new operations manager.

Mr John, 33, has worked for Brewers at Bridgend as depot controller and, more recently, as manager of Guide Friday's Oxford and Windsor operations, to which he commuted.

"He knows the south Wales countryside well," said proprietor Alison Jones. "I'm sure he has a great deal to offer us."

Mr John is married with a small daughter. He will be based at Pontypridd and is a native of Maesteg, near Bridgend.

▼ Research

TRRL business development director

THE Transport Research Laboratory, recently privatised, has appointed industrialist Malcolm Noyce its business development director.

The TRL, based at Crowthorne, Berks, is now owned by the Transport Research Foundation, set up by management to buy it. Its research is paid for by a mix of private and public sectors.

Mr Noyce has 25 years' transport company experience, having worked for major industrial engineering organisations including Travers Morgan, and has been involved in a number of consultative roles. CBW

CBW Coach and Bus Week
The PSV industry's news weekly

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PLEASE ANSWER THE FOLLOWING QUESTIONS.

YOUR COMPANY DETAILS

1. What is your primary job title?

(Tick one only)

Owner/Director ❒01
Senior/General Manager ❒02
Engineering/Service Manager ❒03
Other (please specify) ❒04

2. What is your company's main business function?

Bus Operator ❒01
Coach Operator ❒05
Coach & Bus Operator ❒02
Local Government ❒03
Other (please specify) ❒04

3. How many vehicles does your company own/operate?

(Tick all that apply)

	Buses	Coaches
1-5	❒01	❒10
6-10	❒02	❒11
11-15	❒03	❒12
16-25	❒04	❒13
26-39	❒05	❒14
40-100	❒06	❒15
101-400	❒07	❒16
401-1000	❒08	❒17
1000+	❒09	❒18

4. Do you have responsibility for the recommendation/ purchase and/or specification of the following?

(Tick all that apply)

	Pur	Spec	Rec
Vehicles	❒01	❒12	❒23
Parts/Spares	❒02	❒13	❒24
Oil/Fuel	❒03	❒14	❒25
Breakdown	❒04	❒15	❒26
Insurance/Finance	❒05	❒16	❒27
Fuel Cards	❒06	❒17	❒28
Training	❒07	❒18	❒29
Venue/Attraction Tickets	❒08	❒19	❒30
Ferry Crossing	❒09	❒20	❒31
Hotel Bookings	❒10	❒21	❒32
Theatre Tickets	❒11	❒22	❒33
Other (please specify)			❒34

5. What type of work does your company undertake?

(Tick all that apply)

Private Hire ❒01
Day Excursions ❒02
British Tours ❒03
European Tours ❒04
Local Government Contracts ❒05
Emergency/Breakdown Services ❒06

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